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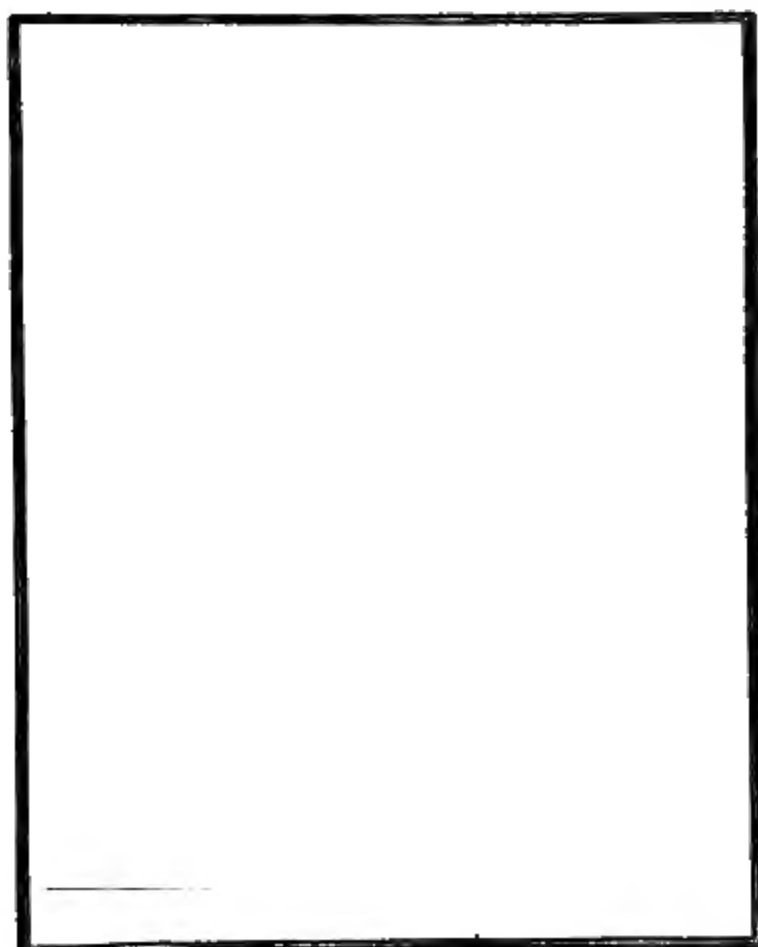
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**R E P O R T**  
**OF THE**  
**POSTMASTER-GENERAL**

**OF THE**  
**UNITED STATES;**

**BEING PART OF**  
**THE MESSAGE AND DOCUMENTS**

**COMMUNICATED TO THE**

**TWO HOUSES OF CONGRESS**

**AT THE**  
**BEGINNING OF THE SECOND SESSION OF THE FORTY-EIGHTH CONGRESS.**

---

**WASHINGTON:**  
**GOVERNMENT PRINTING OFFICE.**  
**1884.**

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# THE MINNEAPOLIS JOURNAL

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# REPORT OF THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE POSTMASTER-GENERAL,  
*Washington, D. C., November 20, 1884.*

SIR: I have the honor to submit herewith my report of the operations of this Department for the past year, and I avail myself of this opportunity to pay a deserved tribute to the Assistant Postmasters-General, and the chiefs of divisions, for the faithful and efficient discharge of the trusts confided to them, and the very valuable assistance they have rendered me in the preparation of this Report.

## FINANCIAL STATEMENT.

The total expenditures made on account of the service of the fiscal year ended June 30, 1884, were..... \$46,404,960 65

The revenues for the year were as follows:

1. Ordinary postal revenue.....	\$42,818,635 00	
2. Net revenue from money-order business .....	519,492 08	
	<hr/>	43,338,127 08

Excess of expenditures over receipts.....	3,066,833 57
---	--------------

To which should be added:

1. Estimated amount of outstanding liabilities .....	877,471 04
2. Amount credited on books of Treasury to Pacific Railroad Companies.....	1,260,179 51
	<hr/>

Gives estimated cost of service over the revenues for the fiscal year.. \$5,204,484 12

The revenues were \$2,170,565.53, or 4.7 + per cent. less than those of the previous year; the decrease being attributable to the reduction of letter postage from 3 to 2 cents, which took effect October 1, 1883.

In addition to the amount expended for the service of the year \$819,599.62 was paid on account of liabilities of previous years, making



the total amount disbursed during the year (exclusive of credits to the Pacific railroads,) \$47,224,560.27.

The expenditures are itemized in Table No. 2 accompanying the report of the Third Assistant Postmaster-General. The amount paid to postmasters was \$11,283,830.87, an increase of \$968,436.41 over that of the previous year for the same purpose. This expenditure was \$333,830.87 in excess of the appropriation.

As explained in former reports, the law fixes the rate of compensation to postmasters, allowing them to retain it out of the proceeds of their offices before turning over the surplus to the Government, and the deficiency was therefore unavoidable by the Department. For clerks in post-offices there was an increase in expenditure of \$367,979.01, or 8.4 per cent.; and for letter-carriers \$330,900.01, or 10.4 per cent.

For railroad transportation the audited expenditures and estimated liabilities for the service of the year, including also the sums credited to the Pacific railroads, are shown by the report of the Second Assistant Postmaster-General at \$13,815,163.

The aggregate amount appropriated for the service of the year was \$46,746,037.62, or \$341,076.97 more than the amount disbursed on account thereof, and \$536,394.07 less than the total disbursements and outstanding liabilities. In Table No. 3, accompanying the report of the Third Assistant Postmaster-General, the appropriations will be found by items.

#### ESTIMATES FOR 1886.

The following are the estimated receipts and expenditures for the fiscal year ending June 30, 1886:

Ordinary postal revenue.....	\$50,872,820 24
Net receipts from money-order business .....	400,000 00
	<hr/> \$51,272,820 24
Estimated expenditures, including amounts credited under existing law to Pacific railroad companies.....	56,099,169 50
Deficiency to be supplied out of the general Treasury.....	4,826,349 26

An estimate of the revenue for the ensuing fiscal year is attended with great uncertainty, because of the reduction of letter postage to 2 cents, which took effect on the 1st October, 1883. Although the change was in actual operation during three quarters only of the last fiscal year, its effect was felt upon the revenue for the entire year; the sales of stamps for the quarter ended September 30, 1883, having been greatly curtailed in view of the then approaching reduction in the rate. Thus the sales for that quarter under the 3-cent rate amounted to \$10,083,509.53, while the average for the three succeeding quarters was \$10,220,781.38.

It is evident that the revenue exhibited for the last year would not have been greatly varied had the change taken effect on the 1st July instead of the 1st October. The revenue for the entire year is therefore taken as the basis on which to estimate for the present and ensu-

ing fiscal years. An annual increase of 9 per cent. is assumed, which would result as follows:

Amount of ordinary postal revenue for year ended June 30, 1884.....	\$42,818,635 00
Add 9 per cent. for increase .....	3,853,677 15
Gives estimated ordinary revenue for year ended June 30, 1885.....	46,672,312 15
Add 9 per cent. for increase as before .....	4,200,508 09
Gives estimated ordinary revenue for year ending June 30, 1886.....	50,872,820 24
Add estimated net receipts from money-order business.....	400,000 00
Gives total estimated revenue for year ending June 30, 1886 .....	51,272,820 24

The rate of increase in the receipts for 1880 over 1879 was 10.8 per cent.; for 1881 over 1880 it was 10.4 per cent; for 1882 over 1881 it was 13.8 per cent; and for 1883 over 1882 it was 8.6 per cent. In view of these figures and of the stimulus afforded correspondence by a lower rate of postage, and by the increasing tendency to substitute sealed inclosures for postal cards and open circulars, an estimated annual increase of 9 per cent. in the revenue cannot be regarded as extravagant.

The estimated expenditures for the ensuing year will be found in detail in the table accompanying this report. Following the table are the communications from the several Bureaus in explanation of the estimates. The total amount is \$7,058,769.50 in excess of the appropriation for the current year; but it is already evident that the latter will, in some items, fall short of the actual requirements. For compensation to postmasters there will be a deficiency of at least \$1,500,000, and for transportation by railroads of about \$1,000,000. The estimate also contemplates the payment out of the appropriation of the entire cost of mail service on the Pacific railroads, a portion of which is now by law credited on the books of the Treasury and does not appear in the appropriation for mail transportation. The amount involved by the contemplated change in the mode of settlement is approximated at \$1,100,000, which amount, added to the two deficiencies mentioned, will leave the estimates \$3,458,769.50 in excess of the appropriations for the present year.

As shown above, the expenditures for the year ending June 30, 1886, are estimated at \$56,099,169.50, including the amounts credited to the Pacific Railroad companies. In this connection I desire to say that the estimates are made on a business basis, and after a careful study of all available data at hand, and with no intention of asking for less than the requirements of the service demand—to be followed hereafter by deficiency bills. I believe this is the better and more honest policy, and that the people are willing that every dollar required for a thoroughly practical and progressive administration of the Postal Department shall be appropriated for that purpose.

#### REDUCTION IN THE RATE OF POSTAGE.

The past year marked an important epoch in the history of the postal service through the reduction in the letter rate of postage from 3 to 2

cents, taking effect on the 1st of October, 1883, under the provisions of the act of March 3, 1883. As the class of matter affected yielded by far the larger portion of the postal revenue, the change, of course, produced an immediate falling off in the receipts. The ordinary postal revenue for the year ended June 30, 1884, was \$2,278,438.24 less than that of the preceding year. To this loss should, of course, be added that of the natural increase to have been expected had the 3-cent rate remained in force. An increase of 9 per cent. on the ordinary revenue of 1883 [exclusive of the money order business,] would amount to \$4,058,736.59, which, added to the amount previously stated, would give \$6,337,174.83 to represent the loss for the first year under the change in the rate. Though the 3-cent rate was in force during the quarter ended September 30, 1883, the sales of stamps, &c., for that quarter were \$137,271.85 less than the average for the three remaining quarters under the 2-cent rate; the anticipated change in the rate having led to a serious falling off in the sale of stamps. That the loss of revenue was not greater must be regarded as gratifying, in view of the fact that the estimates on which the change was based contemplated a loss for the first year of about \$8,000,000. It is evident the prediction has been fully verified that the reduced rate would greatly stimulate letter correspondence, and lead to the substitution of sealed inclosures for postal cards and open circulars. The increase in the number of letters cannot be stated, the Department having no statistics to show the number of pieces of each of the several classes of matter mailed, and the same kind of stamps being used indiscriminately for first, third, and fourth-class matter. Neither do the sales furnish any guide, since postmasters in accounting to the Auditor report the amount in the aggregate and not in detail of the several kinds and denominations.

A comparison of the issues to postmasters of 2 and 3-cent stamps and stamped envelopes for the nine months ended June 30, 1883 under the 3-cent rate, with the issues of 2 and 3-cent stamps and stamped envelopes during the corresponding nine months ended June 30, 1884 under the 2-cent rate, may be found of interest in this connection, though affording no certain indication of the actual sales. During the nine months ended June 30, 1883, the number of 2-cent stamps and stamped envelopes issued was 104,642,125, valued at \$2,092,842.50, and of 3-cent stamps and stamped envelopes 653,629,330, valued at \$19,608,879.90. The number of 2-cent stamps and stamped envelopes issued during the nine months ended June 30, 1884, was 955,427,400, valued at \$19,108,548, and of 3-cent stamps (the issue of 3-cent stamped envelopes having ceased,) was 127,300, valued at \$3,819. The total number of 2 and 3-cent stamps and envelopes issued, therefore, during the former period was 758,271,455, valued at \$21,701,722.40, and during the latter period 955,554,700, valued at \$19,112,367; an increase in number of 197,283,245, or 26 per cent., and a decrease in value of \$2,589,355.40, or 11.9 per cent.

In postal cards there was a decrease in the issues of 16,640,000, or 4.5 per cent., for the year ended June 30, 1884, as compared with the previous year. During the preceding five years there has been an average annual increase of 13.68 per cent.

One of the minor benefits resulting from the change of postage is the reduction in the number of insufficiently prepaid letters deposited in letter-carrier post-offices for mailing to other places. At these offices heretofore large numbers of such letters have every year been deposited for mailing on which the senders have, through inadvertence, prepaid postage to the amount of 2 cents only—that being the local rate—instead of 3 cents. In all such cases, under the law, the letters have been detained until either the senders or addressees have furnished the deficient postage, failing in which the letters have been sent to the Dead Letter Office. Now that the local rate of postage at these offices is the same as the general rate, the number of insufficiently prepaid letters has very materially decreased, thus saving a large amount of trouble to the postmasters, a great delay in the transmission of the letters, and considerable annoyance to both their senders and receivers.

#### ISSUE OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The number and value of postage-stamps, stamped envelopes, and postal cards issued upon requisitions during the year were as follows:

Articles.	Number.	Value.
Ordinary postage-stamps .....	1, 459, 768, 460	\$29, 077, 444 00
Newspaper and periodical stamps .....	2, 439, 898	1, 923, 217 80
Stamped envelopes, plain .....	147, 225, 800	2, 907, 840 82
Stamped envelopes, request .....	129, 515, 500	2, 918, 760 55
Newspaper wrappers .....	45, 490, 750	545, 688 25
Postage-due stamps .....	13, 612, 198	353, 611 00
Postal-cards .....	362, 876, 750	3, 629, 640 00
Official postage-stamps .....	3, 889, 440	140, 040 00
Official stamped envelopes and wrappers .....	1, 811, 600	20, 135 25
Aggregate .....	2, 166, 130, 396	41, 515, 877 18

The requisitions upon which these supplies were issued number 451,282.

#### POSTAGE ON SECOND-CLASS MATTER.

The amount of postage collected on second-class matter during the year was \$1,889,592.14, an increase of \$184,414.61, or 10.82 per cent., over the previous year.

Of the receipts from this source 24.90 per cent. was collected at New York; 9.41 per cent. at Chicago; 6.42 per cent. at Boston; 5.08 per cent. at Philadelphia; 4.67 per cent. at Saint Louis; 3.53 per cent. at Cincinnati; 1.82 per cent. at San Francisco; 1.54 per cent. at Milwau-

kee; 1.51 per cent. at Detroit; 1.32 per cent. at Louisville; 1.22 per cent. at Cleveland; 1.20 per cent. at Elgin, Ill.; 1.15 per cent. at Washington; 1.09 per cent. at Saint Paul; 1.06 per cent. at Augusta, Me.; .05 per cent. at Toledo; 1.05 per cent. at Pittsburgh; .88 per cent. at Baltimore. The remaining 31.06 per cent. was collected at 5,767 post-offices.

#### REGISTRATION.

The number of letters and parcels sent through the registered mails during the year was 11,246,545, of which 8,068,338 were domestic letters, 466,902 were letters addressed to foreign countries, 1,005,865 were domestic parcels of third and fourth class matter, 29,488 were parcels of third and fourth class matter to foreign countries, and 1,675,952 were letters and parcels of official matter for the Government, by law free from the payment of registry fees. The amount of registry fees collected was \$957,059.30, an increase of \$30,509.60, or 3.3 per cent., over the previous year.

The actually ascertained losses during the year numbered 516, or one in every 21,795 letters and parcels registered. This is a smaller proportion of loss than in any previous year, and shows increasing efficiency and fidelity on the part of postal officials in this branch of the service.

#### DEAD LETTERS.

The gross receipts of articles of undelivered mail matter during the year were 4,751,872, being an increase of a little more than 8 per cent. over the previous year. There was a decrease in the held-for-postage matter received of 44,681, or about 34 per cent., which was caused by the reduction of postage on letters (many of those which were formerly detained for postage in cities having been actually prepaid by a 2-cent stamp,) and the changed method of treating such matter in post-offices. The new practice is to require postmasters to notify the persons addressed that their letters or parcels are withheld for prepayment of postage, and to forward the articles to destination upon the receipt of the amount due. Under previous regulations, the matter was sent to the Dead-Letter Office, and the notice sent from there.

There was an increase in other classes of matter as follows: misdirected letters, 12.6 per cent.; foreign letters, 12.3 per cent., and in letters returned from abroad, 19.3 per cent. Of the letters and parcels containing merchandise, jewelry, books, and miscellaneous articles of sufficient value to be recorded, there was an increase of 18.4 per cent. In opening the letters, it was discovered that 17,387 contained money; 20,261 contained drafts, money-orders, notes, &c.; 34,399 contained receipts, paid notes, &c.; 84,088 contained postage-stamps; and 38,348 contained photographs. Great effort is made to restore letters and parcels to the owners. All those found to contain articles of value are

carefully recorded, so that the final disposition of them can be ascertained at any time.

The amount realized from the sales of articles for which no owners can be found is deposited in the United States Treasury. The proceeds of the last auction sale, which was in January, 1884, was \$1,915.43. The money separated from dead letters which cannot be restored to the sender is also placed in the Treasury, and the amount deposited from that source during the year was \$7,239.47. The value of postage-stamps received from various sources and destroyed was \$2,082.18. The late Postmaster-General Maynard ordered that such useful printed matter as had previously been sold for waste paper should be distributed amongst the inmates of the various hospitals, asylums, and other charitable and reformatory institutions within the District of Columbia. This practice still prevails, and 23,152 magazines, pamphlets, illustrated papers, Christmas cards, valentines, &c., were disposed of in that way during the year.

The report of the Third Assistant Postmaster-General, published in the Appendix, contains full particulars concerning the treatment of dead letters and parcels.

#### THE APPOINTMENT DIVISION.

The report of the First Assistant Postmaster-General presents the following comparative statement of the number of post-offices established and discontinued, and of the postmasters appointed for the fiscal years ended June 30, 1883, and June 30, 1884:

	June 30, 1883.	June 30, 1884.	Increase.	Decrease.
Number of offices established during the year.....	3,253	3,414	161	.....
Number discontinued.....	1,621	1,260	.....	361
Net increase over previous year.....	1,632	2,154	522	.....
Whole number of post-offices.....	47,863	50,017	2,154	.....
Number filled by appointment of the President.....	2,143	2,323	180	.....
Number filled by appointment of the Postmaster-General.....	45,720	47,694	1,974	.....
Appointments were made during the year:				
On resignation and commissions expired.....	7,734	7,265	.....	469
On removals and suspensions.....	705	513	.....	192
On change of names and sites.....	342	234	.....	.....
On deaths of postmasters.....	468	477	9	.....
On establishment of new post-offices.....	3,253	3,414	161	.....
Total appointments.....	12,502	11,953	.....	549
Total number of cases acted on during the year.....	14,882	13,841	.....	1,041

#### EMPLOYÉES IN THE POSTAL SERVICE.

The following table shows the number of employés in the Post-Office Department; also the number of postmasters, contractors, clerks in



post-offices, railway post-office clerks, and other officers in the service June 30, 1883, and June 30, 1884:

Officers and employés.	June 30, 1883.	June 30, 1884.
DEPARTMENTAL OFFICERS AND EMPLOYÉS. •		
Postmaster-General.....	1	1
Assistant Postmasters-General.....	3	3
Superintendent of money-order system.....	1	1
Superintendent of foreign mails.....	1	1
Superintendent of free delivery.....	1	1
Superintendent of railway adjustment.....	1	1
Superintendent of division of post-office supplies.....	1	1
Chief clerk of the Postmaster-General.....	1	1
Chiefs of divisions.....	4	6
Topographer for Post-Office Department.....	1	1
Disbursing officer and superintendent of building.....	1	1
Law clerk.....	1	1
Stenographer.....	1	1
Appointment clerk.....	1	1
Chief clerks of bureaus.....	6	6
Clerks, messengers, watchmen, &c.....	534	534
Total.....	558	561
POSTMASTERS AND OTHER OFFICERS AND AGENTS.		
Postmasters.....	47, 863	50, 017
Contractors.....	4, 944	4, 908
Clerks in post-offices.....	8, 040	8, 240
Letter-carriers.....	3, 680	3, 890
Railway post-office clerks.....	3, 855	3, 963
Post-office inspectors and railway-mail superintendents.....	90	92
	69, 030	71, 671

POST-OFFICES AS SINECURES.

At different times during the year a thorough investigation was made, under the direction of the chief Post-Office Inspector, of all first and second class offices. The result of these investigations was gratifying to the Department. Dishonest and negligent officials were discovered. The former were removed, and the latter reprimanded and more fully instructed in their duties. In a large number of cases where postmasters were discovered to be short in their accounts it was owing to negligence or a lack of ability to manage the affairs of their offices. Too many postmasters feel warranted in regarding their positions as sinecures and feel free to give their attention to other business, content to draw their salaries as officials, leaving the work of managing their offices to others. This should not be allowed. Postmasters at first and second class offices should be required to give their entire time to their official duties, and should not be permitted to engage in any other business that requires any portion of the time for which they are paid by the Government. This result should be brought about if it requires a statutory enactment to effect it.

THE FREE-DELIVERY SYSTEM.

The system was extended during the year to the cities of Chattanooga, Tenn.; Los Angeles, Cal.; Montgomery, Ala., Ottumwa, Iowa, and Scranton, Pa., making the total number 159. The number of carriers was increased 210, making a total of 3,890 at the close of the year.



The appropriation for this service was \$3,500,000, to which was added, in anticipation of a deficiency, \$14,653.40; making a total of \$3,514,653.40. The total cost of the service was \$3,504,206.52, leaving an unexpended balance of \$10,446.88. The increased appropriation over that of the preceding year was \$314,653.40 and the increased expenditure \$330,870.01. The increase in the expenditure was owing to the extension of the service to additional cities; to the increase of the number of carriers at the old offices, and their promotion under the act of August 2, 1882, which provides for an annual increase of \$200 in the salary of each carrier in cities of the first class till the maximum (\$1,000) is reached, and in cities of the second class till the maximum (\$850) is reached.

#### POSTAGE ON LOCAL MATTER.

The postage on local matter at the several offices aggregated \$4,777,484.87, an increase over that of the preceding year of \$417,745.65, and over the total cost of the service \$1,273,278.35; an increase of 9.95 per cent. in the former and 36.33 per cent. in the latter. The average cost per piece for handling matter was 2.3 mills, a reduction of one-tenth mill as compared with last year. The average cost per carrier was \$898.78, an increase over that of last year of \$38.83. This was owing to the fact that the number of carriers receiving the maximum salary was considerably increased during the year under the provisions of the act of 1882.

The mail matter delivered during the year was as follows: Mail letters, 402,577,395, an increase of 17.70 per cent. over that of the preceding year; mail postal cards, 97,421,725, increase of 13.10 per cent; local letters, 121,853,932, increase of 16.68 per cent.; local postal cards, 69,230,704, increase of 14.48 per cent.; registered letters, 3,093,961, an increase of 9.32 per cent.; newspapers, 231,645,185, an increase of 13.79 per cent.

The mail matter collected was as follows: Letters, 414,198,891, an increase over that of last year of 19.95 per cent.; postal cards, 130,057,314, an increase of 12.98 per cent.; newspapers (including circulars), 70,475,010, an increase of 8.84 per cent.

The pieces of mail matter delivered and collected aggregated 1,540,554,117, an increase of 16.30 per cent.; and the average number by each carrier, 396,029, an increase of 10.02 per cent.

For fuller details on this subject see tabulated statement in the report of the First Assistant Postmaster-General.

Experience has shown that the delivery by carrier is more acceptable than the old custom of calling at the post-office; that it tends to more thoroughness and accuracy in the delivery of letters; that it diminishes the number of dead letters, and diverts to the post-office many letters that would otherwise be delivered by private expresses and messengers; that it stimulates correspondence, both mail and lo-

cal, and largely increases the postage on the latter; that it saves time to the people and fruitless calls at the post-office, and yields a large surplus of postage on local matter above its cost.

There are in the more densely populated parts of the country certain towns within short distances of one another, each with its separate post-office, having in the aggregate the required population and revenue, but which cannot be reached under the present law, as none of them singly has the required qualifications, viz, 20,000 population within its corporate limits or \$20,000 postal revenue.

In my judgment the law should be so changed as to permit the aggregation of population and the postal revenue of these towns, and the service should be extended to them when they meet the requirements of the law. The result would be a diminution in the number of offices and a more satisfactory and economical service.

As bearing directly upon this subject, I append one or two paragraphs from a letter of July 19, 1883, from the General Post-Office, London, as follows:

"There is certainly no village and but few hamlets in the United Kingdom without a delivery of letters, &c., from house to house, and that in certain thinly inhabited districts the letters are not delivered every day; they are still delivered twice or more, usually three, times a week." \* \* \* "As a rule, all towns and most of the considerable villages have two deliveries of letters from house to house every week day." \* \* \* "In the London postal district, which comprises an area of about 216 square miles, the number of deliveries on week days ranges from twelve in the central or 'town' district to three in a few of the outer suburban districts, where the population is comparatively sparse."

For more detailed information concerning the operations of this service at each office, see table on p —.

#### REDUCTION OF POSTAGE ON LOCAL LETTERS.

The free-delivery service has now reached that period in its history when it is largely self-sustaining, the surplus over the entire cost of the service having gradually increased for the past ten years until, during the last fiscal year, it amounted to \$1,273,278.25. I feel, therefore, that I can with great propriety urge the reduction of postage on local letters to one cent, the single rate. The reasons for such reduction seem to me stronger than those presented for the reduction of postage on mail letters to two cents. Letters which are strictly local in character involve but comparatively little expense to the Department in their handling, and therefore the impression very generally prevails in cities where the free-delivery service is in operation that the present local rate of postage (two cents) is excessive; at least, that it is immoderate in comparison with the transmission by mail and delivery by carrier,

of a letter from New York to San Francisco, for the same amount of postage.

So far as known, the reduction of the rate on mail letters has met with great favor, and the public undoubtedly believes that it should be the aim of a prosperous government to reduce the rates of postage on mail matter whenever practicable. Considering, therefore, the very large revenue derived from the letter-carrier service during the past year, the time seems propitious for a reduction of the postage on local letters to one-half their present rate. I am confident that such a change would result in a very considerable increase in the number of local letters mailed, and that the free-delivery revenue would not be so greatly impaired thereby as to prevent it from again reaching the present amount in a few years.

#### SPECIAL STAMP FOR SPECIAL DELIVERY.

The necessity and demand, in cities, for prompt transmission and delivery of letters passing between business men and others has resulted in the establishment, in many places, of what may be termed letter-express companies, which, by the employment of messenger boys, are enabled greatly to facilitate intercourse of this character among merchants, professional persons, and others engaged in active life. It is done at a small expense and with so much system and promptness as seriously to diminish the revenues of the Department at several letter-carrier offices.

The patronage which is extended to these companies affords evidence that the free-delivery system, notwithstanding its facilities and benefits, has not progressed so far as to meet all the wants of energetic business life in large commercial cities. Therefore further improvement of the service in this particular should, in my judgment, be attempted, not only to prevent a loss of revenue, but with a purpose to make it as useful as possible. I am of opinion that the public have a right to expect that this Department should make the same effort to serve them promptly and faithfully in the transmission and delivery of letters as is done by private parties.

I know of no way in which this can be better accomplished than by the use of a special postage-stamp for letters mailed and intended for special and prompt delivery at free-delivery offices. This stamp should be of the denomination of ten cents, and, when affixed to a letter, in addition to the proper postage charge, should insure for it as speedy a delivery as possible after its reception at any letter-carrier office. This outside distribution could be effected by employing messenger boys, at a small salary, and in such numbers as the circumstances should warrant. I am satisfied such an effort to accommodate the public would still further commend the free-delivery service to its patrons in the large cities where it is in operation.

## SALARIES OF PRESIDENTIAL POSTMASTERS.

The first *annual* adjustment of the salaries of Presidential postmasters was made to take effect July 1, 1884, in accordance with the requirements of the act of Congress approved March 3, 1883.

The gross receipts of the 2,323 Presidential offices for the four quarters ended March 31, 1884, amounted to \$33,031,697.33, or 74.8 per cent. of the entire revenue of the Department for the same period. The aggregate salaries of Presidential postmasters amounted to \$3,828,700, or 11.59 per cent. of the gross receipts accruing at their respective offices.

The following tabulated statement shows the results of the *first* adjustment under the new law, which took effect October 1, 1883, and the *first annual* adjustment, from July 1, 1884, viz :

Date.	Number of Presidential offices.	Aggregate salaries of Presidential postmasters.	Average salary of Presidential postmasters.	Aggregate receipts which accrued at Presidential offices.	Per cent. of aggregate receipts absorbed for postmasters' salaries.	Per cent. of entire revenue of Department which accrued at Presidential offices.
Oct. 1, 1883	2, 195	\$3, 707, 500	\$1, 689	\$33, 535, 253 95	11. 06	74. 28
July 1, 1884	2, 323	3, 828, 700	1, 648	33, 031, 697 33	11. 59	74. 80

## CLERKS IN POST-OFFICES.

The appropriation for clerks in post-offices for the present fiscal year is inadequate for the service. The Department has been obliged to make reductions in order to keep the expenditures within the limited appropriation. Although this reduction was necessary, it was an apparent injustice to many postmasters whose allowances were already too small.

The increase of letter-mail occasioned by the reduction of postage, and the extension and growth of the postal service, require, it is estimated, an increase of about twenty per cent. of clerical labor.

Post-office clerks as a rule are not overpaid. Their duties are exacting and require close attention. Separating clerks, or clerks at offices where mail is distributed for other offices, are especially deserving of consideration. Their salaries are not sufficient to induce them to take proper interest in their work. I hope the estimate for this service for the coming fiscal year will be approved by Congress.

## STANDARD OF WEIGHT FOR FIRST-CLASS MATTER.

I renew the recommendation of my predecessor, that the unit of weight in rating letters and sealed packages (first-class matter) be changed from one-half ounce to one ounce.

By careful investigation in several large offices it is found that less than six per cent. of all the letters conveyed in the mails exceed half an

ounce in weight. It is evident, therefore, that an increase of the unit of weight to one ounce would diminish the revenues but very little, and there is reason to believe this diminution would be more than compensated by the increased postage on small packages, which, heretofore sent as third or fourth class matter, would, in the event of the proposed change, be sealed and sent as first-class matter.

It is also believed the proposed change would result in a material saving of time to post-office clerks, by largely obviating the necessity of examining unsealed packages with a view of detecting written matter, and would diminish the number of losses in small packages, since sealed matter is less liable to loss than that which is unsealed.

#### TRANSMISSION THROUGH THE MAILS OF BOTANICAL SPECIMENS.

At a recent meeting of the American Association for the Advancement of Science, a resolution was passed requesting the Postmaster-General to recommend such changes in existing postal laws as will permit the transmission through the mails of botanical specimens accompanied with the customary written labels, giving name, locality, date of collection, and collector's name, at fourth-class rates of postage.

Under the present law, botanical specimens with printed labels giving the desired information may be sent through the mails at fourth-class rates of postage, but such labels in writing subject the matter to first-class rates. It would seem to be in the interest of science that the law should be amended in this regard, and I so recommend.

I may add that the representatives of this Department to the Congress of the Universal Postal Union, soon to meet at Lisbon, Portugal, will be requested to bring this subject before that body, with a view to having the Paris convention similarly amended in the interest of science.

#### OFFICIAL BONDS.

In his annual report for 1883 the honorable Secretary of War invited attention to the need of legislation upon the subject of official bonds. In speaking of bonds for paymasters he said:

"It would be of great advantage to such officers if they were permitted by law to furnish as security the obligation of some approved guaranty company organized for the purpose of indemnifying employers in this manner. At a small cost to themselves, officers would be saved much repeated embarrassment, and I confidently believe that the security to the Government would be much increased. Doubt is entertained whether, under existing laws, the Secretary of War is authorized to accept as surety any such company, and I have therefore declined to do so. I recommend, however, that the existing laws on this subject be so amended as to authorize the head of a Department to accept corporate as well as individual sureties upon official bonds."

This applies with almost equal force to the officers of the Post-Office Department who are required to give bond. A very large per cent. of



the bonds given by postmasters prove to be worthless, and a great deal of time is consumed by the Department in obtaining a satisfactory bond.

Experience teaches me that in far too large a number of cases the Government fails to recover on the bond of a defaulting officer.

I agree with the Secretary of War, that a more efficient administration would be obtained if corporate surety were allowed in lieu of individual surety. The sense of personal obligation influences the discipline of the service and takes control of the agent, which would be obviated if the officer's position in that respect were independent. In large cities the approval of a great many of the bonds of employés has become, from necessity, so much a matter of form, that, as a natural consequence, the Department may be in receipt of worthless personal bonds, against which at present there is no remedy.

The solvency of individual surety is at all times a matter of uncertainty, and the ability of the bondsman to meet the obligation he assumes is never positively known until action has been taken to recover under the bond, while the evidence of the solvency of a corporation may always be established, and the condition of each bond brought to the attention of the head of the Department annually.

I understand that the system of corporate suretyship has been in successful operation in England for many years, and for the past ten years has been adopted by the Post-Office Department, internal revenue, and high court of justice.

I recommend that the existing laws on this subject be so amended as to recognize the sufficiency of the surety of a properly organized and approved company on the bonds of postmasters, letter-carriers, and such other officers of the Department as are required to give bond.

Under date of July 15, 1882, Postmaster-General Howe, in a letter to the President of the Senate on this subject, said :

"Corporations now exist for the express purpose of furnishing such securities. They exist in New York and in Canada; they are quite common in some countries of Europe. Railway companies already furnish employment for them by requiring their ticket agents, conductors, and other bonded agents to get such a corporation to underwrite for them. It is perhaps not safe to say that such sureties might not be received upon official bonds under the law as it now stands. So far as I know, they have not been so received heretofore. Unless expressly authorized by law, departmental officers will probably be reluctant to accept such security.

"In many ways I am confident it would profit the Government if such suretyship could be employed. Officials are now obliged to appeal to their friends to sign their bonds. Under the existing system of inspection it is impossible to avoid in all cases the acceptance of irresponsible security. Such security is, in fact, accepted in quite too many cases. But if sureties are responsible at the time of acceptance, they are not sure to be so when called upon to respond; or, if they are able

to respond, attorneys are not always vigilant to prosecute nor are marshals to collect; and almost always great pressure is applied to the accounting officers to effect a compromise. If a corporation, whose solvency is guarded by wholesome laws and which underwrites for a consideration, should give the security, all these difficulties would disappear.

"Such a company could no more refuse to respond to a loss by defalcation than to a loss by fire. There is also reason to believe that the supervision of such an underwriter over the habits and conduct of officers would tend to secure a better class of servants. The fact that railway companies seek such sureties upon the bonds of their employes affords a business example which I think the Government might safely follow, if its affairs are to be conducted upon business principles."

I respectfully invite the attention of Congress to this subject.

#### BOXES, BOX RENTS, KEYS, AND KEY DEPOSITS.

Post-office boxes serve a three-fold purpose, to wit: 1st, as an accommodation to box-holders; 2d, as a convenience to postmasters; and 3d, as a source of revenue. They are classed as call-boxes, lock-boxes, and lock-drawers, and are provided in the four following methods, to wit:

1st. At post-offices located in Government buildings, which are furnished by the Treasury Department.

2d. At post-offices of the first and second classes located in buildings provided for by this Department either by lease or by an allowance for rent made to the postmasters.

3d. Under section 4052, Revised Statutes, which provides that box-holders may erect, for their own use and at their own expense, fixtures, which, upon being erected in post-offices, are regarded as the property of the United States. In all other cases the necessary boxes must be provided for and kept in repair by the postmasters themselves.

The revenue derived from the rent of boxes at Presidential post-offices is divided between the Department and the postmasters. The revenue so derived is included in the gross receipts upon which the salaries of postmasters are annually adjusted. At fourth-class offices all box rents go to the postmaster, no part thereof inuring to the Government.

The law providing for the distribution of this revenue takes no account of the ownership of the boxes. In this respect it operates unjustly. Those postmasters who provide their boxes entirely at their own personal expense receive no greater proportion from the proceeds therefrom than do postmasters who are provided with box outfits at the expense of the Treasury or at the expense of the Post-Office Department.

This is not equitable. If the former are sufficiently compensated, the latter receive more than is just. If the latter receive only reasonable compensation, the former are not adequately remunerated. When we consider that boxes are a great labor-saving contrivance to the post-



master, as well as an accommodation to the public, and revenue producers also, it is impossible to find any equitable basis for a claim to a share of the box-rents upon the part of those postmasters who provide neither boxes nor the space occupied by them. On the other hand, it is equally difficult to discover any equitable basis for a claim by this Department to a share in the box-rents at those offices where the Government renders no service and incurs no expense.

In my opinion the law should be so amended as to place the entire box-rent revenue to the credit of the party who provides and maintains the boxes, and who pays the rent of the room or the space occupied by the boxes.

A more practical and a much more just system than the present would be one in which the Post-Office Department should provide the necessary box outfits, pay the rent of buildings, and receive the full amount of box-rents in all the Presidential offices.

In fourth-class offices postmasters should, as now, provide the boxes, pay the rent, and receive the full benefit of all box-rents collected by them.

Section 300 of the Revised Statutes provides that "no box at any post-office shall be assigned to the use of any person until the rent thereof has been paid for at least one-quarter in advance." This provision has been held to apply to fourth-class, as well as Presidential offices, although the Government derives not one farthing of income from the box-rents collected at fourth-class offices, and has no interest whatever in the enforcement of the law in such cases. The postmasters at such offices are the sole beneficiaries. Many such postmasters regard the advantages of box-rents in the delivery of mail as a satisfactory offset to the expense of providing the same.

Many who are merchants as well as postmasters, and whose post-offices are located in their store-rooms, find that by furnishing boxes without cost to the patrons of their offices they may secure and retain many desirable customers in their business. They therefore prefer to furnish boxes free of rent, and in many cases they evade the strict letter of the law, and virtually accomplish their purpose of charging merely nominal rental prices.

Inasmuch as the Department receives no part of the box-rents collected at fourth-class post-offices, there appears to be no good reason why postmasters at such offices should not be permitted to exercise a discretion as to the assignment of boxes for the use of their patrons free of rent when in their judgment it is to their interest to do so. In short, the true policy in this matter would seem to be to encourage the general introduction and extension of such facilities whenever it can be done without cost to the Government and without diminishing its revenue. The final and permanent effect of such a policy could not fail to benefit the service in every respect. In my opinion section 300, Revised

Statutes, should be so amended as to except post-offices of the fourth class.

Hitherto the Post Office Department has attempted to exercise but little supervision of lock-boxes in respect to the character of the locks placed thereon. Postmasters who provide their own boxes have generally been permitted to determine the style and pattern of the locks, the result being, of course, that many boxes have been provided with cheap and comparatively worthless locks that are very little or no protection to the mails placed therein. It is the practice, well nigh universal, to re-rent lock-boxes that become vacant without changing the locks thereon. As there is no possible means of preventing key-holders from procuring duplicate keys from private locksmiths and retaining the same after vacating their boxes, it may happen that there are many keys in existence of which postmasters and present box-holders know nothing. In this way the security of the mails placed in the lock-boxes is jeopardized.

The Post-Office Department neglects no precaution for the protection of mails in transit, and provides, at no inconsiderable expense, the very best and most approved locks for mail bags that are handled only by its sworn agents, while the security of the mails placed in post-office boxes accessible to the general public is left to the caprice and parsimony of postmasters who, in many cases, are not qualified to decide upon the merits of the different locks. In my opinion, the Post-Office Department should be authorized to prescribe the kind of locks that may be placed upon post-office boxes, and postmasters should be forbidden to place any article of mail in a lock-box not secured by a lock approved by the Department.

The strictest regulations concerning the use of keys of lock-boxes should be rigidly enforced. Postmasters are permitted, by present regulations, to exercise their own discretion in respect to deposits for keys provided by themselves, and, on the other hand, they are required, more strictly than ever before, to account to the First Assistant Postmaster-General for all key-deposits actually collected. There seems to be but one thing needed to perfect the present key-deposit system, and that is the authority, by act of Congress, to enable the Post-Office Department to enforce this regulation in the case of retiring postmasters who fail to turn over their key-deposit funds to their successors in office.

The protection of the rights and interests of the patrons of post-offices should be held a sacred duty, and the efforts of the Post-Office Department to bring about such protection should receive the sanction and support of Congress in the enactment of a carefully-prepared statute.

#### LEASES.

I again invite the particular attention of Congress to the subject matter of leasing buildings and premises for post-offices.

The Department has been greatly embarrassed for the want of a well-defined law on this subject. I am of the opinion that it is the duty of the Government to provide buildings and proper facilities for the transaction of postal business.

The records show that roomy, well-arranged and well-furnished offices not only facilitate the transaction of business, but very largely increase the revenues of the Department. Suitable rooms with suitable fixtures can only be secured by leasing for a term longer than that now authorized by law, and longer delay in giving this authority will prove embarrassing to the Department and hurtful to the service.

#### ALLOWANCES FOR THIRD-CLASS OFFICES.

I renew the recommendation made last year that Congress provide for the office rent, fuel, light, stationery, and miscellaneous items at third-class post-offices. I know of no reason why these expenses should not be paid at third-class post-offices as well as at first and second class offices.

#### REVIEW OF THE SALARIES OF POSTMASTERS OF THE THIRD, FOURTH, AND FIFTH CLASSES, UNDER THE ACT OF MARCH 3, 1883.

Under the act of Congress approved March 3, 1883, as construed by the honorable Attorney-General of the United States, under date of February 13, 1884, and reaffirmed June 14, 1884, the work of reviewing the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes is now progressing as rapidly as possible with the limited force assigned to that duty.

The period covered by the said act is from July 1, 1864, to June 30, 1874, although under the biennial system of adjustments actual benefits which may accrue to postmasters date from July 1, 1866.

The aggregate additional amount found due to postmasters and ex-postmasters to the present time is \$158,447.73, \$45,213.80 of which has been provided for in "An act making appropriation to supply deficiencies in the appropriations for the fiscal year ended June 30, 1884," approved July 7, 1884, leaving the aggregate amount of \$113,233.93 unprovided for at this time.

The progress of this work to the present time is shown in the report of the First Assistant Postmaster-General.

In connection with this matter I invite the attention of Congress to the subject of fixing a limit to the presentation of claims of this character, and would respectfully suggest that some date in the near future, say January 1, 1886, be fixed as a limitation for the presentation of claims under the said act.

I also recommend that the estimate which has been made in the usual way for a temporary force of ten clerks for this service shall, if approved and authorized by Congress, be made to take effect from the

passage of the act in which the employment of the clerks shall be provided for.

#### INK AND PADS FOR CANCELING PURPOSES.

The appropriations for supplying post-offices, especially those of the fourth class, with ink and pads for stamping and canceling purposes have not been as liberal as the circumstances required. These articles are a necessity in all offices in order that the letters may be properly postmarked and the stamps effectually canceled. It is also desirable that they should be furnished by the Department, instead of by postmasters, and at their expense, as is now frequently the case, in order that uniformity in quality and color of ink used may be secured.

To secure perfect and uniform cancellation, every post-office in the country should be furnished with a complete outfit for that purpose. In addition to this an appropriation should be made for the purpose, and the Department should be empowered to procure the very best quality of indelible canceling ink, and furnish the same to every post-office. In no other way can the confusion and delay in the transmission and delivery of mail matter be remedied, and the loss of revenue to the Department from imperfect cancellation be saved.

#### EXTENT AND COST OF TRANSPORTATION, JUNE 30, 1884.

The statistics of the inland mail service, June 30, 1884, are as follows:

The number of routes in the star service was 11,729; the length of the routes, 226,779 miles; the annual transportation, 81,109,052 miles at a cost of \$5,089,941, being about 6.28 cents per mile.

The number of routes in the steamboat service was 117; the length of the routes 15,591 miles; the annual transportation, 3,882,288 miles, at an annual cost of \$596,573, being about 15.37 cents per mile.

The number of routes in the railroad service was 1,573; the length of the routes, 117,160 miles; the annual transportation, 142,541,392 miles, at a cost of \$15,012,603 (exclusive of \$3,979,362 for railway postal clerks), being about 10.53 cents per mile.

There were 4,908 contractors for carrying the mails on inland routes. The number of offices supplied by mail messengers was 5,295, at an annual cost of \$863,313.

The number of special offices was 2,423, each office being supplied by a special carrier whose compensation is not to exceed two-thirds of the salary of the postmaster.

An exhibit of the service, with tabular statements, appears in the report of the Second Assistant Postmaster-General, hereto annexed.

#### STAR SERVICE.

The star service is maintained with as much efficiency as is attainable under existing laws. There is need of new legislation touching this branch of the service, and I approve and strongly commend to the

favorable notice of Congress the bill prepared to meet this need by the Second Assistant Postmaster-General, which will be found in detail in his report. He is, from long experience, familiar with the needs of this service, having been instrumental in effecting already many reforms, and from these facts his comments upon the bill deserve due consideration.

The bill referred to aims to prevent the continuance of certain abuses in this branch of the postal service. If it should become a law it would have the effect of breaking up what is known as speculative bidding, which now secures, as shown by the Report of the Second Assistant Postmaster-General, "over three-fourths of the routes annually advertised," greatly to the detriment of the service. It would throw the contracts for carrying the mails, in great part, into the hands of persons residing on, or in the vicinity of, the various routes to be let, resulting in most instances in a vastly more efficient service. These desirable ends, together with the removal of some needless restrictions which now work to the disadvantage of both the carriers and the Government, will be attained by the passage of this bill, which has my unqualified approval as being in a line with other previous reforms in the star service.

The average annual cost of the star service for five years preceding 1884 has been \$6,194,802, with an average mileage of 75,960,055 miles, at a little over 8 cents per mile.

For the year ended June 30, 1884, the cost of the star service was \$5,089,941, with a mileage of 81,109,052 miles, at a cost of about 6½ cents per mile. In other words, a large increase in the mileage has been accompanied with a very great reduction in the cost—the cost per mile being reduced nearly 24 per centum.

Section 620 of the regulations of 1879, which prescribed a method of adjusting compensation for expedition, has been rescinded, because it grew out of an unwarranted construction of the statute and was deemed unsafe.

The recommendations of the Second Assistant Postmaster-General in reference to the legislation that is needful are so moderate and yet so necessary that I am certain the star service will not attain to any higher grade of perfection until this legislation is effected.

#### RAILWAY SERVICE—ESTIMATES FOR PREVIOUS YEARS.

I would call attention to the difference that has existed in previous years between the estimates and the appropriations for railway transportation.

In practice, section 3679 Revised Statutes, which requires the Department to keep expenditures within the appropriations, has been inoperative so far as the railway mail transportation is concerned. An examination of the estimates submitted and the amounts appropriated since 1880 will disclose a wide divergence between the respective sums. There has resulted the necessity for a series of deficiency appropria-



tions which delay from nine to fifteen months the payments for regular service duly performed. This is neither business-like in the Department nor fair to the carriers, and can easily be corrected by annual appropriations sufficient to cover the cost of the whole service.

#### REVISION OF LAWS GOVERNING POSTAL TRANSPORTATION BY RAILROADS.

Since the last annual report the report of the committee on the revision of laws governing postal transportation by railroads has been submitted. This report has been printed, and its leading recommendations embodied in a bill which is now before Congress. The Second Assistant Postmaster-General has made an elaborate analysis of this whole question in a paragraph in his report, entitled "Railroad Rates," to which I would call careful attention. The largest single item of expenditure annually is for railway mail service, and it is important that the rates paid should be arrived at by some equitable method.

In 1834 the mails began to be carried on the railroads, and in the intervening fifty years legislation has touched this subject but four times; once (in 1838) to pay not more than 25 per centum above what stage-coach service would cost; once (in 1839) to fix a maximum of \$300 per mile; once (in 1845) to classify the roads and pay \$50, \$100, and \$300 per mile, with 25 per centum additional if one-half the service were performed at night; and again (in 1873) the present method was enacted. This system is an improvement on what went before, but is still objectionable, since it undertakes to pay for weight chiefly, and yet, as will be seen in the section of the Second Assistant Postmaster-General's report already referred to, the pay per ton per mile ranges from 8 to 96 cents. And this wide inequality is made greater by reason of the fact that the low rate of pay does not correspond to a low grade of service, nor the high rate to a high grade of service, but the reverse.

Manifestly there is need of once more revising this most important work, and I would strongly recommend that the bill proposed be given careful consideration, that, for the sake of economy and justice, this measure may become the law for the future guidance of this Department.

#### RAILWAY MAIL SERVICE.

All railway postal clerks are appointed for a probationary period of six months, during which time their fitness and capacity for the service are tested. They are examined monthly as to their knowledge of the postal laws and regulations, as well as the practical workings of their office. If, at the expiration of this probationary period, they have proven themselves competent, they are given a full appointment at class one. After an appointment in class one, all clerks are promoted, according to merit, when vacancies occur.

It usually takes a clerk several years to work his way up to class five, which is the highest grade. The clerks of this class are in charge

of an office in a car which is known as a railway post-office, and usually have several clerks under their direction.

There are at the present time about four thousand clerks in the railway mail service, many of them having been so employed a great number of years. The amount of special study that these clerks have devoted to the duties of their office would have made them proficient in almost any of the professions of life.

In the very nature of the case, the places of these skilled clerks, who have made their work a life study, cannot be filled with new appointees without great detriment to the service. The injustice to the men themselves might be left out of the question, but the system by which they have fitted themselves for their posts, and the maintenance of a good service, demand that this branch of the postal service be continued in the line of its present successful development.

As experienced clerks are absolutely indispensable to an efficient service, it could not do other than work confusion and delay to the whole mail system of the country if the present force should be set aside and new and inexperienced men be put in their places. About thirty per cent. of all clerks appointed fail to pass satisfactory examinations, and are retired. It will thus be seen that a far greater number of clerks have been appointed than are now in the service; but by this sifting process the Department has secured the most active and efficient clerks. And I venture to say that no more worthy, competent, and efficient corps of men can be found in any branch of the Government service.

During the past twelve years not a single clerk has been removed without good cause, and that cause has been incompetency, intemperance, or neglect of duty. By such means the clerks have, in great measure, felt secure in their tenure, and have devoted themselves with all energy to the best interests of the service. And, as the retention of the present force of postal clerks is essential to the integrity of the mail service—if the tenure of this class of employés cannot be made secure under the civil service law now on the statute books—I would recommend that Congress enact a law whereby railway postal clerks shall be secure in their positions, and be liable to removal only for one of the following causes, viz, incapacity for the duties of the office, disobedience of official instructions, inattention to or neglect of duty, intemperance, or conduct unbecoming a gentleman. Through such permanency the present method would be complete, and, with this safeguard thrown around them, the postal clerks would feel that they could give up all thought of other employment and devote all of their active life to the perfection of this branch of the public service, which now presents a good illustration of practical civil service, and needs only permanency to perfect it.

For years promotions have been made on merit alone. All the officers have worked their way up from the lowest grade to their present

positions, so that each and every man holds his situation by reason of his competency and thorough knowledge of the service.

I have dwelt in detail upon this feature of the needs of the Railway Mail Service because I deem it important. The present General Superintendent of the Railway Mail Service has frequently urged that this measure of permanency in appointment is necessary to the perfection of the mail service, and one of my predecessors transmitted a bill to Congress with his approval embodying the main features here set forth.

#### FAST MAIL SERVICE.

During the past year the service on the trunk lines has been very materially improved.

For some years the New York Central and Hudson River Railway and the Lake Shore and Michigan Southern Railway have been running a fast mail train, leaving New York at 8.50 p. m. and arriving at Toledo, Ohio, at 4.55 p. m. of the following day, making connection with the fast mail train on the Wabash, Saint Louis and Pacific Railroad, and a direct connection for Saint Louis. The mails for Chicago and the West, which formerly arrived at Toledo on this train, were held there about three hours and taken on a slow train to Chicago, arriving there at 6 a. m.

Commencing Sunday, March 9, 1884, an arrangement was made with the Lake Shore and Michigan Southern Railway Company whereby the train leaving New York at 8.50 p. m. was continued through from Toledo to Chicago as a special fast mail train, arriving at the latter point at 12.35 a. m. In connection with this an arrangement was made with the Chicago, Burlington and Quincy Railway Company to put on a special fast mail train to leave Chicago at 3 a. m., arriving at Omaha at 7 p. m. of the same day. This arrangement went into effect March 11, 1884.

The Chicago, Milwaukee and Saint Paul Railway Company also put on a fast mail train, leaving Chicago at 3 a. m., arriving at Saint Paul at 3.30 p. m. and at Minneapolis at 4 p. m. This train commenced running March 13, 1884.

In connection with the fast mail train on the Chicago, Burlington and Quincy Railway, the Illinois Central Railway Company changed the schedule of its main line so as to make a close connection with the fast mail on the Chicago, Burlington and Quincy Railway, north and south, at Mendota, Ill., and extended its through train from Freeport, Ill., to Dubuque, Iowa, connecting at the latter point with the train for La Crosse, Wis.

These changes on the several roads materially benefit all the Western States and Territories.

By a change of schedule secured upon the Union and Central Pacific railways, which took place soon after the establishment of the fast mail upon the Chicago, Burlington and Quincy Railway, a gain of one business day was made in the delivery of mails at San Francisco. The mail



leaving New York by the evening dispatch arrived in San Francisco at 7.40 a. m. instead of at 8.40 p. m., as formerly. Since that time the schedule has been changed, and this mail now arrives at San Francisco at 11.10 a. m.

The mail for Saint Paul and Minneapolis city delivery is assorted on the fast-mail cars before arrival at those places and given to the carriers at the depot, thus enabling them to make their delivery before the close of the business day. This is a material expedition, as this mail under the old arrangement would not arrive at those places until the next day. A change of schedule was secured on the Northern Pacific Railway, whereby its train left Saint Paul on arrival of the fast mail, making a gain of one full day at Portland, Oreg., and intermediate points.

#### SPECIAL FACILITIES.

The appropriation for special facilities on trunk lines for the present year is \$250,000. This amount, in my opinion, is being economically and judiciously expended, and great benefit accrues to the public by the expenditure. I therefore recommend a continuation of the appropriation for the coming year, with the increase recommended by the Second Assistant Postmaster-General, making a total of \$266,764.50. In my opinion the fast mail system should be continued and extended as rapidly as circumstances will permit.

#### FOREIGN MAIL SERVICE.

The total weight of the mails dispatched to Postal Union countries, exclusive of Canada, during the last fiscal year was 1,215,572,391 grams, or 2,679,851 pounds, an increase of 146,861 pounds over the preceding year. The weight of the letter and post-card mails was 225,841,232 grams, or 497,889 pounds, and of the printed matter and sample mails 989,731,159 grams, or 2,181,961 pounds, an increase compared with the preceding year of 16,412 pounds of letters and post-cards, and 130,448 pounds of printed matter and samples. Compared with the weights for the fiscal year 1883 the percentage of increase for letters and post-cards is 3.41 per cent.; for printed matter and sample mails, 6.36 per cent., and for all the mails 5.8 per cent.

Of the correspondence dispatched 39.77 per cent. of the letters and post-cards and 40.92 per cent. of the printed matter, samples, &c., were sent in mails to Great Britain; 23.14 per cent. of the letters and post-cards and 17.28 per cent. of the prints, samples &c., were sent in mails to Germany; 28.86 per cent. of the letters and post-cards and 20.65 per cent. of the prints, samples &c., were sent in mails to other countries of Europe and Turkey in Asia, and 8.23 per cent. of the letters and post-cards and 21.15 per cent. of the prints, samples &c., were sent in mails to Postal Union countries of the western hemisphere (excepting Canada), the Pacific Ocean, Asia (excepting Asiatic Turkey), and Australasia.

The cost of the ocean transportation of mails to and from foreign ports was \$332,221.21, an increase of \$15,699.08, or nearly 5 per cent. over the cost of the same service in 1883. Of this amount \$275,962.74 was for trans-Atlantic service, \$19,125.73 for trans-Pacific service, and \$37,132.69 for West Indian, Mexican, Canadian, Newfoundland, and Central and South American service.

For the territorial and maritime transit of United States mails forwarded through intermediary Postal Union countries during the year there has been allowed, in accounts settled with said countries, the sum of \$30,379.00, and for the United States territorial and maritime transit of the mails of other countries this Department has received credit in such accounts for the sum of \$105,623.51, of which \$102,867.42 was for the trans-continental transit between New York and San Francisco of the British and Australian closed mails.

A count of mail matter exchanged with foreign countries, taken during seven days in each of the months of October, 1883, and April, 1884, furnishes the following approximate estimate of the foreign mail exchanges during the last fiscal year:

Total number of letters sent.....	33, 328, 014
Total number of letters received.....	28, 404, 035
Total number of packets of newspapers, other printed matter, business papers, and samples of merchandise sent.....	21, 009, 512
Total number of such packets received.....	22, 267, 345
Total number of registered packages sent.....	574, 576
Total number of registered packages received.....	666, 971
Total number of postal cards sent.....	1, 672, 458
Total number of postal cards received.....	1, 288, 673
Prepaid postages on letters sent .....	\$1, 511, 947. 80
Prepaid postages on printed matter, &c., sent .....	\$468, 293. 46
Registration fees on packages sent .....	\$57, 457. 60
Unpaid postages on letters and other matter received.....	\$134, 481. 17
Total postages and registration fees collected in the United States ....	\$2, 198, 029. 00

It is also shown by this count—

1. That of the correspondence exchanged in both directions, 54 per cent. of the letters, 56 per cent. of the post cards, 49 per cent. of the newspapers, other prints and business papers, and 36 per cent. of the samples of merchandise were dispatched from the United States.

2. That 97.6 per cent. of the letters sent from the United States were fully prepaid, 1.9 per cent. were unpaid or insufficiently prepaid, and 45 per cent. were free of postage.

3. That 95 per cent. of the letters received from foreign countries were fully prepaid, 4.65 per cent. were unpaid or insufficiently prepaid, and 35 per cent. were free of postage.

4. That the amount of postage collected in the United States on unpaid or partially prepaid mail matter received from abroad was nearly 84 per cent. of the total unpaid postage, and \$108,637.20 in excess of the amount of the unpaid postage on mail matter sent.

## POSTAL CONVENTION WITH MEXICO.

I had the satisfaction of concluding, on the 20th of October last, with Señor Romero, the Mexican minister, a special postal convention with Mexico, the terms of which had been arranged by my immediate predecessor, Postmaster-General Gresham, and Minister Romero, representing the Mexican Government.

This convention requires ratification by the President and Congress of the Mexican Republic and approval by the President of the United States, and provides for going into operation January 1, 1885. It will materially improve and facilitate postal intercourse between the two countries by its application, to the international exchanges, of the domestic postal regulations and conditions of either country, and dispensing, consequently, with the necessity for the special exchange treatment of mail matter required under the regulations of the Paris convention, and which can only be applied by exchanging post-offices in either country at which the mails must necessarily be detained for such treatment, thereby suffering loss of expedition.

A special arrangement has been concluded with the postal administration of the Argentine Republic increasing the limits of weight and dimensions of packets of samples of merchandise exchanged in the mails between that Republic and the United States from 250 grams (8½ ounces) in weight, and 20 centimeters (8 inches) length, 10 centimeters (4 inches) breadth, and 5 centimeters (2 inches) depth, as prescribed by article 5 of the convention of Paris, to 350 grams (12 ounces) weight, 30 centimeters (12 inches) length, 20 centimeters (8 inches) breadth, and 10 centimeters (4 inches) depth.

A copy of this arrangement is appended (see p. —, Appendix).

## IMPROVED SERVICE BETWEEN THE UNITED STATES AND MEXICO.

In consequence of the inauguration of Mexican postal services on the railway lines connecting at the frontier with United States railway mail services, particularly on the line which connects the two countries at El Paso, Tex., and furnishes an unbroken railway route between Vera Cruz, by the way of Mexico City, and the United States, the mails to and from nearly all points in Mexico are now exchanged by railway. Heretofore the great bulk of mail matter was conveyed by sea to and from Vera Cruz, requiring more than twice the time for the transit now taken. This change and the further improvement of Mexican interior postal services which may be confidently looked for in the near future, together with the putting into operation of the special international postal convention elsewhere noticed, will complete a system of postal intercourse between the two republics indispensable to their growing commercial relations, and promotive of international amity.

A new steamship service between New Orleans, La., and Colon, United States of Colombia, touching at ports on the east coasts of Costa Rica

and Nicaragua, recently started, has been employed to a limited extent for the conveyance of mails to the ports alluded to. The shorter route and trips of this service, as compared with the service between New York and Central American ports, make its use for mail conveyance very desirable, should it be permanently established with regular periods of dispatch, in which case the mails for Central and South America originating in the southern and southwestern portion of the United States would be more advantageously forwarded by way of New Orleans than from New York.

#### EXPEDITION OF THE MAILS TO ENGLAND.

There has been some correspondence between this Department and the general post-office department of Great Britain relative to improving the mail service from that country to the United States.

All mails from New York to Great Britain are forwarded by the steamers which promise the speediest delivery of the mails, without regard to what line the steamer belongs to or the day of sailing.

On the other side a different practice has prevailed, the British mails for this country being dispatched on stated days and by particular steamers without regard to their rate of speed. The result has been that United States mails for Great Britain are generally delivered more speedily than those from that country to this, and it frequently happens that goods ordered from England by American merchants are received some days in advance of the mail containing the invoices. An effort was recently made by the British Department to improve their service in this regard, but it was not successful. In a letter addressed to the late Hon. Henry Fawcett, British Postmaster-General, on the 20th of September, 1884, his attention was respectfully called to the disadvantages resulting to commerce from not sending the mails by the fastest steamers. In his reply, dated October 9, that eminent official—whose recent death Americans in common with his own countrymen deplore—says:

“I need hardly say that it is equally a source of regret to Her Majesty's Government and to myself personally that our efforts to carry out this desirable change have resulted in temporary failure, owing to some of the principal steamship companies on the Atlantic line refusing to tender their ships for mail service under the altered conditions proposed by the post-office. It was absolutely impossible, with the offers received, to provide an efficient mail service on the days fixed by this Department as most convenient to the public; and in the circumstances, I found it necessary to renew for twelve months the mail agreement which has for some years existed with the Cunard, Inman, and White Star Companies. I still hope to be able to improve the service at no very distant date.”

It is hoped that the untimely death of Mr. Fawcett will not prevent this desirable reform in the British mail service from being pressed to a successful conclusion.

## COMPENSATION TO AMERICAN VESSELS CARRYING THE MAILS.

The compensation for transporting the mails to foreign ports by American vessels has always been restricted to a sum not exceeding the sea and inland postage, and the authority for the payment of even that inadequate compensation has been removed. For many years the proprietors of American steamships carrying our mails to distant ports have complained of the insufficiency of the compensation allowed for that service. I am firmly of the opinion that the sea and inland postage is not a reasonable compensation to such lines of American steamships as carry our mails over routes of great length to trans-Pacific, Central, and South American ports. ●

I am not alone in this opinion. At the second session of the Forty-seventh Congress, Mr. Dingley, from the Joint Select Committee on American Shipping, on the 15th of December, 1882, submitted a report of a joint committee of the Senate and House, in which they unanimously reported as follows :

“The law as it exists (section 3976, Rev. Stat.) compels the master of every American vessel engaged in the foreign trade to carry such United States mails as may be tendered him by the Post-Office Department, and allows him as compensation for such service a sum not exceeding two cents per letter carried. In no case is this an adequate compensation, and in some instances it does not pay the cost to the vessel of delivering the mails at the post-office in the port of arrival. The pay to United States vessels in the foreign trade for transporting the mails in 1880 was only 2½ cents per mile, while at the same time the steamers on our coast which contracted to carry the mails received 57½ cents per mile for mail service. The contrast between our inadequate mail pay to American vessels engaged in the foreign trade and the very liberal mail pay given by Great Britain to her steamship lines only serves to show more clearly the injustice and unwisdom of our policy. Since 1840 England has paid more than \$250,000,000 for mail service, with the deliberate purpose of establishing and maintaining steamship lines to connect the United Kingdom with all parts of the world. Even in the last year she paid about \$3,000,000 to her steamship lines for mail service, which was \$1,641,300 more than she received from mail matter transported by them.”

It is not my purpose to recommend any one of the different measures now pending before Congress in which provision is made for compensating the owners of American vessels for transporting the mails, but to call attention to the embarrassment placed upon the Department by the repeal of sections 3976 and 4203, Revised Statutes, and to suggest that some measure be speedily adopted that will give the Postmaster-General power to enter into contract with American vessels carrying the mails from and after April 1, 1885.



Under existing laws the Postmaster-General has very large discretionary power in regard to the inland mail service, with authority to contract for, to expedite, and, under certain circumstances, to increase or reduce the compensation therefor, as the good of the service or the public interests may require. By analogy there would seem to be no impropriety in vesting the Postmaster-General with a like discretionary authority, under carefully guarded legislation, in regard to the transportation of our foreign mails.

A fair compensation for carrying the mails to the owners of American vessels plying between our own and foreign ports will, in my opinion, do much to encourage the establishment of American lines of ocean steamers, and advance, in a very large degree, the commercial prosperity of this country.

#### UNIVERSAL POSTAL UNION.

The adjourned meeting of the Congress of the Universal Postal Union, originally fixed to be held at Lisbon, Portugal, in May last, afterward postponed until October 1, last, and subsequently further postponed in consequence of the prevalence of cholera in portions of Europe, will meet in the city named on the 3d of February next, for the purpose of improving the system of the Union in the light of the experience of its practical workings during the last nine years. Many important modifications of the Paris Convention and regulations are proposed for consideration and decision by the Congress, and the United States has special interest in most of them. Hon. William T. Otto and James S. Crawford, esq., superintendent of foreign mails of this Department, have been appointed the delegates to represent the United States in said Congress.

#### THE AUSTRALIAN MAILS.

I invite attention to the subject of the mail steamship service between San Francisco and the Australian colonies, which was the subject of extended remark by Postmaster-General Gresham in his report for 1883. The contract for this service between the colonies of New South Wales and New Zealand and the Pacific Mail Steamship Company, which was renewed to go into operation in November, 1883, contains a provision to the effect that New South Wales may withdraw from the contract at the end of twelve months in the event of the Pacific Mail Company not having obtained from the United States Government, or from other sources, a contribution equal to one-third of the total annual subsidy (£50,000) for the contract, and in diminution of the contribution payable by the contracting colonies respectively. The interest of New South Wales in this mail service is naturally much diminished since it entered into contract for a service by the way of Suez, and thus secured a weekly mail service by British steamers between England and Australia.

It seems to be very evident that American aid and a lessening of the time of the service by the way of the San Francisco route, by which it will be made the most expeditious, will be necessary to the maintenance of the latter route, in the continuance of which, for commercial reasons, the United States is largely interested.

#### MAIL DEPREDATIONS.

The chief Post-Office Inspector sets forth very fully the operations of this branch of the service. The duties devolving upon the Inspector's force are as important as they are difficult and intricate to perform. They are, or should be, the trusted and confidential agents of the Postmaster-General. On these officials must the head of the Department rely to a very great extent in his efforts in behalf of the purity and efficiency of the service. They should be selected not because of the political influence they may be able to bring to bear upon the appointing power, but with an eye single to their special qualifications and fitness for the work required of them.

The total number of cases referred to inspectors for investigation during the year was 50,410; the total number of arrests made for violation of postal laws was 756.

#### THE POSTAL MONEY-ORDER SYSTEM.

At the close of the last fiscal year there were 6,310 money-order offices, an increase of 383 over the previous year. Their transactions aggregated \$122,121,261.98 in domestic money-orders issued and \$121,971,082.80 in domestic orders paid and repaid, \$7,688,776.53 in international orders issued and \$3,571,066.36 in international orders paid and repaid, the total issues being \$129,810,038.51 and the total payments and repayments \$125,542,149.16. There were received from the public fees amounting to \$950,065.79 on domestic orders issued and to \$170 102.35 on international orders issued, a total of \$1,120,168.14. These totals show gains over the fiscal year 1882-'83 of 4.08 per cent. in the domestic business, and 4.54 per cent. in the international business, and losses of 13.77 per cent. in domestic fees, and .08 per cent. in international fees.

The gross revenue for the year from domestic business was \$241,741.84; from the international money-order business for 1882-'83 it was \$128,665.64, and for 1883-'84 \$115,191.21. After deducting all ascertainable expenses of every kind there was a net profit of \$244,856.81.

#### POSTAL NOTES.

The following statistics of the postal-note business for the first ten months of its operation, from September 3, 1883, to June 30, 1884, are interesting, inasmuch as they exhibit the large field which this new means of remitting small sums has already occupied, and show the re-

lation, in extent of business done, between the postal notes and the money-orders:

Number of postal notes issued.....	3, 689, 237
Amount of postal notes issued.....	\$7, 411, 992 46
Number of postal notes paid.....	3, 350, 314
Amount of postal notes paid .....	7, 155, 379 52
Amount of postal notes repaid.....	98, 741 43
Amount of fees received.....	110, 282 88

(Of the total number of transactions the money-orders comprised 68 per cent. and the postal notes 32 per cent. The revenue derived from postal notes up to the close of the fiscal year amounted to \$33,893.39.

#### MONEY-ORDER FEES AND CLERK-HIRE.

I cannot too strongly urge upon Congress the necessity of so amending the law as to permit the depositing of all fees received from the issue of money-orders and postal notes in the Treasury with other postal receipts. Under a construction of the present law a clerk in a post-office paid from the regular allowance for clerk-hire made by the First Assistant Postmaster-General is not permitted to do any part of the labor required in making out and paying money-orders. This is absurd. Postmasters at first, second, and third class offices should not be allowed any portion of the money-order and postal-note fees. These fees should go entire into the receipts of the various offices, and a sufficient allowance should be made for clerical assistance, without reference to the class of work performed.

#### A CHANGE IN THE POSTAL-NOTE SYSTEM.

I fully approve the Superintendent's suggestion that the law authorizing the issue of postal notes be so amended as to permit such notes to be drawn payable, like money-orders, to a designated individual or his indorsee, when the purchaser desires it. This may be accomplished by authorizing the issue of an advice at the request of the purchaser, which shall make the note payable only to the person named therein or his indorsee, and such advice, it is thought, may conveniently be drawn upon a "penalty card," to be sent in the open mail without envelope, like a return registry receipt. An advice should be issued only when the remitter of a note desires it, and in all other cases postal notes would be payable to the bearer, a feature which, it is believed, is very acceptable to a large class of the patrons of the system, inasmuch as it obviates the necessity of identifying the holder at the office of payment. Whenever an advice would be issued it would be necessary to keep at the office of issue and of payment a record of the name of the remitter and that of the payee of the note, by means of which record a claim to ownership could be established.



## REDUCTION OF MONEY-ORDER FEES.

I also concur in the recommendation of the Superintendent that the fee for money-orders not exceeding \$5 be reduced from 8 cents to 5 cents. From the statement in tabular form annexed to his report it appears that, of the money-orders paid at ten large representative post-offices, five Northern and five Southern, during the week ended October 25, 1884, 359 in every 1,000 orders were for sums not exceeding \$5. Assuming this ratio to hold good throughout the United States, a reduction of the fee on such orders to 5 cents would have occasioned last year a loss of \$84,282.72; a loss which the system, with its present revenue, can well afford.

## POST-OFFICE DEPARTMENT BUILDING.

The attention of Congress is invited to the necessity of providing additional accommodations for this Department by the extension of the present building. A bill was introduced in the Senate May 15, 1882, and reported, with amendments, from the Committee on Public Buildings and Grounds, June 15, 1882 (Senate bill 1879, Forty-seventh Congress, first session), to provide for the purchase of a site upon which to erect an extension of the Post-Office Department building. The bill gave authority to purchase or take for the public use that portion of Eighth street, between E and F streets northwest, and also the square numbered 406, bounded by E and F, and Eighth and Ninth streets northwest.

I urgently recommend that the relief sought by this bill be granted by Congress. The present building is now, and has been for a considerable period, totally inadequate to the needs of the service. Business in two divisions of the Department is now conducted in two buildings rented for the purpose, and in one of these the space is already insufficient. It is unnecessary to point out the disadvantages under which the work of the Department is carried on with two divisions located at a distance from each other, and the still greater detriment of having other divisions, or portions of them, removed to rented premises if additional space is not soon provided.

The continued overcrowding of rooms entails impediments to the proper transaction of business. The space required for the storage of the rapidly increasing volume of files and records has been exhausted.

The plan contemplated by the bill referred to was the extension of the present building over the whole of the square mentioned, and an addition to the height of the structure. Provision could thereby be made for the use of a part of the building for the post-office of the city of Washington, giving a central and otherwise convenient location, ample room, with excellent facilities for distribution and other clerical

work, and equal facilities for the receipt and dispatch of mails by wagons.

Prompt action is necessary, because considerable time must necessarily elapse, under the most favorable conditions, before the whole or a part of the extension can be completed and be made available for the use of this Department.

FRANK HATTON,  
*Postmaster-General.*

The PRESIDENT.



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**ESTIMATES**

**OF THE**

**APPROPRIATIONS FOR THE POSTAL SERVICE**

**FOR THE**

**FISCAL YEAR ENDING JUNE 30, 1886.**

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# ESTIMATES

## OF THE

### APPROPRIATIONS FOR THE POSTAL SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1886.

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#### OFFICE OF THE POSTMASTER-GENERAL.

Mail depredations and post-office inspectors, and fees to United States marshals, attorneys, &c .....	\$250,000 00
Advertising .....	20,000 00
Miscellaneous items in the office of the Postmaster-General .....	1,500 00

#### OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL.

Compensation to postmasters .....	13,000,000 00
Compensation to clerks in post-offices .....	5,300,000 00
Payment to letter-carriers and the incidental expenses of the free-delivery system .....	4,535,000 00
Wrapping-paper .....	35,000 00
Twine .....	95,000 00
Marking, rating, and canceling stamps, and ink and pads .....	25,000 00
Letter-balances, test-weights, and scales .....	20,000 00
Rent, light, and fuel for post-offices .....	500,000 00
Office furniture .....	40,000 00
Stationery in post-offices .....	65,000 00
Miscellaneous and incidental items .....	80,000 00

#### OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

Inland mail transportation—railroad routes .....	15,684,205 00
Inland mail transportation—steamboat routes .....	615,000 00
Inland mail transportation—star routes .....	5,900,000 00
Railway post-office-car service .....	1,875,000 00
Necessary and special mail facilities on trunk lines .....	266,764 50
Compensation to railway-postal clerks .....	4,682,300 00
Compensation to mail messengers .....	975,000 00
Mail locks and keys .....	20,000 00
Mail bags and mail-bag catchers .....	275,000 00
Miscellaneous items .....	1,000 00

#### OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL.

Postage stamps .....	174,000 00
Postage-stamp agency .....	8,160 00
Stamped envelopes and newspaper wrappers .....	749,000 00
Stamped-envelope agency .....	16,000 00
Postal cards .....	239,000 00
Postal-card agency .....	7,300 00
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes .....	140,000 00
Ship, steamboat, and way letters .....	2,000 00
Engraving, printing, and binding drafts and warrants .....	2,000 00
Miscellaneous items .....	1,000 00

## REPORT OF THE POSTMASTER-GENERAL.

## OFFICE OF THE SUPERINTENDENT OF FOREIGN MAILS.

Transportation of foreign mails.....	\$425,000 00
Balances due foreign countries.....	75,000 00
Total .....	<u>56,099,169 50</u>

## POSTAL REVENUE.

Estimated amount which will be provided by the Department from its own revenues, viz:

Ordinary postal revenue.....	\$50,872,820 24
Money-order receipts.....	400,000 00
	<u>51,272,820 24</u>

## DEFICIENCY IN POSTAL REVENUE.

Leaving a deficiency in the revenue of the Post-Office Department to be provided for out of the general Treasury..... 4,826,349 26

FRANK HATTON,  
*Postmaster-General.*

OFFICE OF THE POSTMASTER-GENERAL,  
November 10, 1884.

POST-OFFICE DEPARTMENT,  
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., November 10, 1884.

SIR: In compliance with your directions I have compiled and herewith beg to submit for your action table of estimates of appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1886. The papers from the several Bureaus, marked from A to E, upon which the table was prepared, are also inclosed.

Very respectfully, &c.,

A. D. HAZEN,  
*Third Assistant Postmaster-General.*

Hon. FRANK HATTON,  
*Postmaster-General.*

A.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE POSTMASTER-GENERAL,  
Washington, D. C., October 9, 1884.

SIR: In response to your communication of recent date, I submit herewith estimates of the amounts required to be appropriated for the office of the Postmaster-General for the fiscal year ending June 30, 1886:

Mail depredations and post-office inspectors, including amounts necessary for fees to United States marshals and attorneys .....	\$250,000
Advertising .....	20,000
Miscellaneous items in office of Postmaster-General.....	1,500
Total .....	<u>271,500</u>

Very respectfully,

C. M. WALKER,  
*Chief Clerk.*

MADISON DAVIS, Esq.,  
*Acting Third Assistant Postmaster-General.*

B.

POST-OFFICE DEPARTMENT,  
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., October 30, 1884.

SIR: I submit the following estimates of the appropriations deemed necessary for the use of this office for the fiscal year ending June 30, 1886:

For compensation to postmasters.....	\$13,000,000
For clerks in post-offices.....	5,300,000
For free-delivery service.....	4,535,000
For rent, light, and fuel.....	500,000
For office furniture.....	40,000
For stationery in post-offices.....	65,000
For miscellaneous and incidental items.....	80,000
For wrapping twine.....	95,000
For wrapping paper.....	35,000
For letter balances, scales, and test weights.....	20,000
For postmarking and rating stamps, and ink and pads for stamping and canceling purposes.....	25,000
Total.....	23,695,000

This amount is \$3,495,976.17 more than the expenditures (\$20,199,023.83) for the past fiscal year, and \$2,980,000 greater than the appropriation (\$20,715,000) for the current year.

COMPENSATION TO POSTMASTERS.

The following were the estimates, appropriations, expenditures, and deficiencies for this item for the two past fiscal years:

	1882-'83.	1883-'84.	Increase.
			Per cent.
Estimates.....	\$8,800,000 00	\$10,134,091 25	18.1
Appropriations.....	8,800,000 00	{ 9,250,000 00 } 1,700,000 00 }	19.6
Expenditures.....	10,815,394 46	11,283,830 87	8.5
Deficiencies.....	1,515,394 46	833,830 87	77.9

The appropriation for the current year for this item is \$11,000,000, while the estimate submitted was \$10,134,094.25. This appropriation is \$283,830.87 less than the expenditure for the fiscal year 1883-'84. The expenditures for the last fiscal year exceeded those for the previous year in the sum of \$968,436.41 or 8.5 per cent. It was estimated in the last annual statement that, unless Congress should make an additional appropriation for this purpose the deficiency for 1883-'84 would be about \$2,000,000. That body became satisfied, after full investigation of the matter, that the original appropriation of \$9,250,000 was insufficient, and, on the 7th day of July last, appropriated the further sum of \$1,700,000 for this item, making \$10,950,000 in all for the last fiscal year. Notwithstanding this action the amount was inadequate, and a deficiency exists for the year of \$333,830.87.

The causes for this great increase (\$968,436.41) of the expenditures for the year 1883-'84 over those of 1882-'83 are known to have been mainly the reduction in the letter rate of postage and the increased rate of commission paid to postmasters, both of which were in full effect during the last nine months of the past fiscal year.



COMPENSATION TO POSTMASTERS.

For third quarter 1883, ended September 30 .....	\$2,908,654 19
For fourth quarter 1883, ended December 31 .....	2,744,327 56
For first quarter 1884, ended March 31 .....	2,838,040 46
For second quarter 1884, ended June 30 .....	2,792,808 66
Total .....	11,283,830 87

It will be seen that the largest quarterly expenditure for the year was that for the one ended September 30, 1883, which is accounted for by the fact that for the period named postmasters were receiving the new and increased commissions upon the old or 3-cent letter rates, which was not the case during the remainder of the year. With present information it is difficult to account for the great variation in the amounts expended for the last three quarters; but it may, in part, be attributed to the depression in business which has prevailed in different parts of the country.

From the above statement, it will be observed that the quarterly expenditures for compensation of postmasters for the year 1883-'84 do not furnish any reliable basis for an estimate for the item for 1885-'86. It will be seen, however, that the increase of the expenditures (\$11,283,830.87) for the fiscal year 1883-'84 over those (\$10,315,394.46) for the year 1882-'83 was \$968,436.41, or about 8.5 per cent. Estimating the increase for the current year at the same per cent., and on the expenditures of the past year, we have an estimate for compensation to postmasters for the present year \$12,242,956.49, which is \$8,043.51 less than the estimate for 1884-'85, which was submitted in the statement of this office last year. On the presumption that the increase of expenditure for this item for 1885-'86 will be at least 9 per cent. greater than the estimated expenditure (\$12,242,956.49) for 1884-'85, it would make as the possible expense for compensation to postmasters for the year 1885-'86, the sum of \$13,344,822.57.

In view, however, of the greatly reduced receipts of the Department for the past fiscal year, and the possible continuance of the depression in business for some months longer, I do not feel warranted in placing the estimate for this item for the fiscal year 1885-'86 at a higher amount than \$13,000,000.

Before the adjournment of the next session of Congress the returns for the quarter ending September 30, 1884, will be available, and possibly they may furnish such information as will warrant a revision of this estimate.

FREE-DELIVERY SERVICE.

The estimates, appropriations, and expenditures for this service for the past two fiscal years were as follows:

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates .....	\$3,000,000 00	\$3,600,000 00	20.00
Appropriations .....	{ 3,000,000 00	{ 3,500,000 00 }	9.83
Expenditures .....	{ 200,000 00	{ 14,653 40 }	10.40
	3,173,336 51	3,504,208 52	

Regular appropriation for the current fiscal year.....	\$4,000,000
Special appropriation for the pay of substitutes for carriers on vacation.	50,000
Total appropriation and probable expenditure .....	4,050,000

*Estimate for fiscal year beginning July 1, 1885.*

For increased pay of carriers, act of August 2, 1882 .....	\$220,000
For increase in number of carriers, say 300, at \$600 each per annum.....	180,000
For establishing service in additional cities.....	50,000
For increase in incidental expenses.....	20,000
For increased amount necessary to pay substitutes for carriers on vacation .....	15,000
<b>Total .....</b>	<b>4,535,000</b>

The cost of giving vacations to carriers will probably reach \$100,000 this year, the amount recommended to Congress; only \$50,000 was appropriated, leaving \$50,000 to be paid out of the regular appropriation.

**CLERKS IN POST-OFFICES.**

The following were the estimates, appropriations, and expenditures for the purpose during the past two fiscal years :

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates.....	4,235,000 00	4,850,000 00	14.52
Appropriations .....	4,385,000 00	4,775,000 00	8.89
Expenditures.....	4,367,079 41	4,735,058 42	8.48

From the above statement it will be observed that the amount expended for this item during the past fiscal year is placed at \$4,735,052.42, which was the sum for which vouchers were furnished and also the amount actually recorded by the Auditor for this Department. Nevertheless, the total sum authorized by this office to be expended amounted to \$4,765,103.59, or \$30,051.17 more than that reported by the Auditor. Considering only the amount authorized and allowed by this office, there remains unexpended of the appropriation for clerk-hire for the last fiscal year only \$9,846.41.

The appropriation for the present fiscal year is \$4,900,000, an increase of only \$125,000, or 2.6 per cent., over the appropriation for the previous year. The appropriation for that year was \$4,775,000, being an increase of \$390,000, or 8.8 per cent., as compared with the following year.

As an evidence of the increase of the postal service in this respect, your attention is invited to the fact that during the past year 3,917 allowances for clerk-hire were made; an increase of 1,159, or 42.01 per cent., as compared with the year 1883, and 2,581, or 193.2 per cent., over the year 1882.

The increase of the postal service, especially the large increase of letter mail occasioned by the reduction of postage from 3 to 2 cents, has made additional clerical assistance absolutely necessary in almost every office of the first, second, and third classes. From the best data obtainable it is estimated that in all of the offices the additional clerical labor required is about 20 per cent. Post-office clerks, as a rule, are underpaid; their duties are exacting, and require close attention. The "separating clerks," or clerks at offices where mail is distributed for other offices, are especially deserving of consideration. Their salaries are not sufficient to induce them to take a proper interest in their work.

During the past year this class of offices ("separating") has been given much attention, and the list of offices has been increased from 1,633 to 2,309, and the average allowance from \$196.31 to \$247.61.

This improvement should be continued, and will be carried forward as rapidly as appropriations for the service will warrant.

On account of the inadequate appropriation for clerk-hire for the present year, the Department was obliged to make reductions in the allowances at a large number of post-offices in order to bring the expenses for this service within the appropriation, as fixed by Congress. Although this reduction was necessary, it was an apparent injustice to many postmasters whose allowances were already too small. I am of the opinion that the Government should make ample appropriations for this service, and not compel postmasters, as is done in many instances, to pay part of the expense for suitable clerical service (especially in offices of the Presidential class) from their own funds.

At the present time 716 applications for allowances for clerk-hire from postmasters are on the files of this office, held up on account of the exhausted state of the appropriation for clerks in post-offices.

In view of these facts I recommend that an appropriation of \$5,300,000, which is an increase of 8.16 per cent. over that for the present year, be made for the fiscal year ending June 30, 1886.

RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows :

	1882-'83.	1883-'84.	Decrease.
			Per cent.
Estimates.....	\$450,000 00	\$450,000 00	.....
Appropriations .....	450,000 00	{ 440,000 00 5,000 00	1.11
Expenditures .....	431,039 77	430,294 58	.17

In the preceding estimates for clerks in post-offices a difference is referred to between the amount reported by the Auditor for this Department as having been paid out during the year and the amount actually allowed by the office of the First Assistant Postmaster-General. This is also the case in regard to the item for rent, light, and fuel. The amount reported by the auditor as having been expended during the year for which vouchers were filed by postmasters is \$430,294.58, while really the whole amount of the appropriation (\$445,000) was allowed and authorized by this office to be paid out, and vouchers for the same will be furnished by postmasters in due course of business.

The appropriation for the present fiscal year is \$480,000, an increase of \$35,000, or 7.86 per cent., over the appropriation made for the past year, including the supplemental appropriation of \$5,000 in the act approved July 7, 1884, "making provisions for deficiencies for the fiscal year ended June 30, 1884."

Under existing law, allowances for rent, fuel, and light are made only for offices of the first and second classes, or where the receipts accruing at respective offices entitle the postmasters to annual salaries of \$2,000 and upwards.

For a number of years past the appropriations for rent, fuel, and light for post-offices have been inadequate for the requirements of the service, and the postmasters have been in the habit of paying the annual cost for these items, frequently largely in excess of the allowances made by this office, in the hope that at the close of the fiscal year the Department would provide for the excess over and above the regular allowances.

For the fiscal years 1883 and 1884, however, the limited appropriations compelled the Department to decline most of the requests of this character. The appropriation of \$480,000 for the present year, I am glad to say, has enabled the Department to adjust the allowances for rent, fuel, and light at amounts sufficient to cover the actual cost of these items for the present year. This is the first time in the history of the Department that the allowances for these items have been adjusted to meet the actual needs of the service.

The estimate for the fiscal year ending June 30, 1886, has been fixed at \$500,000. This amount will be absolutely needed to cover the cost of rent, fuel, and light for post-offices for the fiscal year named. I therefore recommend that an appropriation of \$500,000 be made for this purpose.

#### OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows :

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates.....	\$25,000 00	\$30,000 00	20. 00
Appropriations .....	20,000 00	25,000 00	25. 00
Expenditures .....	19,815 38	9,690 96	Decre 51. 09

The appropriation for this item, including safes for post-offices for the current year, is \$40,000, an increase of \$10,000 over that of the past year. The appropriation for the fiscal year ended June 30, 1884, was \$25,000. The expenditures for the same year amounted to \$9,690.96, leaving a balance of \$15,309.04. This balance was occasioned by the delay in securing acceptable bids for safes for post-offices. Bids were invited for safes, but, owing to delays in securing proper bids for the lowest amounts from responsible parties, contracts were not approved by the Department until August 9th of the present fiscal year. The cost of the safes, therefore, had to be charged to the appropriation for this year.

Safes and furniture, under existing law, are allowed only at offices of the first and second classes. There are now 485 of these offices, and a number of them are in need of suitable furniture and safes, in order to facilitate the distribution and dispatch of mail and for the better protection of registered matter.

In view of these facts, I recommend that the unexpended balance of the appropriation for furniture for the past year be reappropriated, together with a sum sufficient to make the appropriation for furniture and safes for post-offices for the fiscal year ending June 30, 1886, equivalent to \$40,000.

#### MISCELLANEOUS AND INCIDENTAL ITEMS.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows :

	1882-'83.	1883-'84.	Decrease.
			<i>Per cent.</i>
Estimates .....	\$100,000 00	\$90,000 00	10. 00
Appropriations.....	90,000 00	90,000 00	.....
Expenditures.....	70,992 79	57,318 99	19. 26

The appropriation for this purpose for the present year is \$80,000. The expenditures for the past year amounted to \$57,318.99. This reduction of expenditures of this character, as compared with the previous year, is due, partly, to the operations of the act of March 3, 1883, which required an adjustment of the salaries of Presidential postmasters, to take effect October 1, 1883, simultaneously with the reduction of postage on first-class mail matter. In consequence of this a number of offices of the second class were assigned to the third, to which class, under existing law, allowances for miscellaneous purposes cannot be made. The reduction referred to is also, in a measure, due to Department order of September 7, 1883, requiring postmasters to make requisition for miscellaneous supplies for each quarter in advance. This order has materially improved the service in this respect, and postmasters are more careful to make requisitions for miscellaneous items before making the expenditures.

Items chargeable to this appropriation include all articles necessary for the transaction of postal business in post-offices of the first and second classes, which are not provided for by other appropriations.

To provide for the needs of the service for miscellaneous items for the fiscal year ending June 30, 1886, I am of the opinion that an appropriation of not less than \$80,000 will be needed ; and I so recommend.

WRAPPING-PAPER.

The estimates, appropriations, and expenditures for this item for the past two fiscal years were as follows :

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates .....	\$22, 000 00	\$25, 000 00	13. 6
Appropriations .....	22, 000 00	25, 000 00	13. 6
Expenditures .....	21, 999 95	24, 988 18	13. 6

The estimate for this item for the fiscal year 1885-'86 has been placed at \$35,000, which is \$10,000 more than the appropriation for the last fiscal year, and \$5,000 more than that for the present year, and for the following reasons:

The demand for wrapping-paper has very greatly increased during the past year, both for use in post-offices and in railway postal cars. This increase has in part been caused by the augmentation of mail matter under the law reducing the rate of letter-postage, and likewise in consequence of greater care being now used in protecting mail matter—both ordinary and registered—while in transit. Much of the paper is also cut up into facing slips, which are used on the outside of each package of letters for the purpose of marking the proper direction upon them. The postal clerks are compelled to keep many hundreds of these slips in their cars, with the names of post-offices contiguous to their lines printed upon them, in order that the distribution may be prompt and reliable.

During the past year it became apparent that the appropriation of \$25,000 for wrapping-paper was, for the above reasons, insufficient, and this office was compelled, mainly to supply the railway mail service, to draw upon the railway transportation appropriation for money to purchase the necessary quantity of paper in order to have many details



of the service carefully attended to, both for the interest of the Department and the public. It was considered that the expense of handling mail matter in transit in railway postal cars was incidental to its actual transportation, and, therefore, that the spirit of the law would not be violated in charging a part of this necessary expenditure to the railway transportation. This was done, and the amount so expended and charged during the year was \$7,780.20. This made the entire expenditure for wrapping-paper for the last fiscal year \$32,768.38. In asking, therefore, for an increased amount (\$35,000) for the year 1885-'86 for this item, my desire is that the service shall be furnished with the quantity of paper needed for use out of a regular and specific appropriation, without being compelled to resort to other means to procure it.

WRAPPING-TWINE.

The following were the estimates, appropriations, and expenditures for this item for the two last fiscal years:

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates.....	\$55,000 00	\$55,000 00	.....
Appropriations.....	55,000 00	55,000 00	}
Expenditures.....	5,000 00	8,000 00	
	59,999 93	62,998 41	5

The estimate for this article for the next fiscal year has been placed at \$95,000, which amount is \$25,000 more than the appropriation (\$70,000) for the current year, and \$32,000 greater than that for the fiscal year 1883-'84.

This seemingly large estimate of \$95,000 for wrapping-twine is made for reasons similar to those assigned above for the increase in the estimate for wrapping-paper, viz: the rapid augmentation of mail matter and the necessity for its proper care while in transit, and also its speedy and safe distribution, especially by the railway mail service employes. It has also been found necessary to use a better article of cotton, jute, and hemp twine than was formerly provided, in order that the tying up of packages of mail matter might be made more secure. As in the case of wrapping-paper, already mentioned, the appropriation for twine for the last fiscal year was found, after a few months had elapsed, to be inadequate, and the railway mail transportation appropriation was resorted to in order that the pressing necessity might be supplied. Of this transportation fund there was used \$19,277.30, which amount, added to the regular expenditure above stated (\$62,998.41), made the entire sum expended during the year for cotton, jute, and hemp twine \$82,275.71.

Though I consider the use of wrapping-twine by the railway postal service as an incidental expenditure to that of the railway mail transportation, and consequently the use of a small amount of the appropriation made for that object justifiable, yet it is not desirable that this should be again done. Therefore the estimate for twine for the fiscal year 1885-'86 has been fixed at \$95,000, in the hope that the amount will be sufficient to provide all that is needed for the service both in post-offices and railway mail cars.

LETTER BALANCES, SCALES, AND TEST WEIGHTS.

The following were the estimates, appropriations, and expenditures for the past two years :

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates .....	\$15,000 00	\$25,000 00	66.6
Appropriations .....	15,000 00	20,000 00	33.3
Expenditures .....	14,917 79	19,998 35	34.7

The appropriation for this item for the current fiscal year is \$25,000, or \$5,000 more than for last year. Of the amount appropriated for 1882-'83 all but \$1.65 was expended, and it is believed the whole sum appropriated for the present year will have to be used.

The increased appropriation for these articles for the past three years has enabled the Department not only to furnish them for all new post-offices, but also to supply many other, and some of them very old, offices with letter balances. A large number of these existing offices had not been furnished at all, and in numerous other instances the balances on hand had become useless from wear or other causes. It is hoped that the increased amount appropriated for the present year will admit of supplying all the existing offices, not already furnished, which are in need of these articles, as well as those which will be established, and therefore the estimate for 1885-'86 has been put at \$20,000, or \$5,000 less than the sum appropriated for 1883-'84.

Scales and test weights are used generally in only the larger post-offices, but a letter balance is a necessity in each office, and many require several.

STATIONERY IN POST-OFFICES.

The estimates, appropriations, and expenditures for this item for the past two years were as follows :

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates .....	\$60,000	\$65,000 00	8½
Appropriations .....	55,000	60,000 00	9½
Expenditures .....	55,000	59,968 23	9

The appropriation for the present fiscal year is \$65,000; an increase of \$5,000 over that of last year. The estimate for the year 1885-'86 has also been fixed at \$65,000.

The method which has been in practice for the last year or two in regard to the distribution of stationery to first and second class offices has been found to be a great improvement upon the former system. Proposals are now invited and contracts entered into for furnishing the Department with all the articles of this character now used in post-fices and postmasters are supplied with them only upon requisition. This system has proved more economical and satisfactory than the old one, which permitted postmasters, after obtaining the consent of the Department, to purchase stationery for use in their offices and file vouchers for the same with the Auditor.

Of the amount expended for this purpose during the last fiscal year about \$12,000 was for necessary printing, binding, blank-books, &c., for use in the larger post-offices. This work was done and the articles furnished by the Government Printing Office. Besides the sum just mentioned, there was expended under authority of Congress \$6,300 for the salaries of five clerks and two laborers, who are employed in the distribution of this stationery in the Division of Post-Office supplies. These employes will hereafter be paid, however, out of the amount regularly appropriated for the salaries of this Bureau in the legislative, executive, and judicial appropriation act. Notwithstanding this change, I am of the opinion that an appropriation of \$65,000 should be made for stationery in post-offices for the next fiscal year, as it has already been ascertained that the requisitions of postmasters for printing, binding, blank-books, &c., will be more numerous than it was supposed they would be when the new system was adopted.

POSTMARKING, RATING, AND CANCELING STAMPS, AND INK AND PADS FOR STAMPING AND CANCELING PURPOSES.

The following were the regular estimates, appropriations, and expenditures for postmarking, rating, and canceling stamps for the two past fiscal years. A separate appropriation of \$35,000 for ink, pads, postmarking stamps, and letter balances was made in 1882, and, with the exception of \$455.46, was expended during the year 1882-'83. This amount was accounted for in the report of last year, and therefore is not referred to in the statement below.

	1882-'83.	1883-'84.	Increase.	Decrease.
			<i>Per cent.</i>	<i>Per cent.</i>
Estimates .....	\$15,000 00	\$25,000 00	66.6	.....
Appropriations .....	15,000 00	20,000 00	33.3	.....
Expenditures .....	14,992 46	10,670 32	.....	28.8

The appropriation for postmarking, rating, and canceling stamps for the current year is \$25,000. No appropriation was made for ink and pads for stamping and canceling purposes for the year, though an estimate had been submitted.

Instead of estimating for the different descriptions of stamps in one item, and for iuk and pads for stamping and canceling purposes in another, as has been done for the past two years, it is now considered best, for the interests of the service, that the two items be estimated for together; and, therefore, an appropriation of \$25,000 is requested for all of these items for the year 1885-'86.

The value and usefulness of a durable ink, and of suitable pads for stamping and canceling purposes in post-offices, no matter how small these offices may be, cannot, I think, be overestimated; and I regret that Congress by its failure to provide for these articles in the two last regular appropriations for the postal service has seemed not to appreciate their importance to the business public, who, more frequently in past years than at present, have received thousands of letters post-marked, and often illegibly so, with pen and ink. By this means post-age-stamps were also often ineffectually canceled, and hence the Department was constantly losing revenue by the second use of these improperly canceled stamps.



The correction of these evils has already been largely accomplished by means of increased appropriations, and the special one referred to, and it is in the hope of completing the work that a combination of all these articles in one item is now made and the appropriation of \$25,000 is asked for.

The present price paid by the Department for an ordinary 8-ounce letter balance, and for each of the other articles mentioned above, is about as follows:

Letter balance.....	\$2 80
Ordinary postmarking stamp.....	53
Canceling ink.....	50
Pad for stamping.....	50
Total.....	4 33

The cost of all but one of these implements is now somewhat greater than when the estimate was prepared last year.

#### DEPARTMENTAL PRINTING, BINDING, ETC.

It is estimated that \$200,000 will be necessary for this purpose for the next fiscal year, 1885-'86. In accordance with the usual practice this estimate, with the reasons therefor, has been forwarded by the Postmaster-General to the Secretary of the Treasury.

#### DEPARTMENTAL STATIONERY.

It is the custom of the Postmaster-General to include this item in the statement submitted by him for other departmental expenses. The estimate has been prepared, and amounts to \$12,000 for the next fiscal year.

#### SUMMARY OF ESTIMATES.

The aggregate of the above estimates, exclusive of the last two, is \$23,695,000, which is \$2,980,000, or 14.38 per cent., more than the appropriation for the current fiscal year.

	Amount.	Increase.	Per cent. of increase.
Estimate for 1883-'84.....	\$19,369,091 25	.....	.....
Estimate for 1884-'85.....	22,015,000 00	\$2,646,008 75	13.66
Estimate for 1885-'86.....	23,695,000 00	1,680,000 00	7.63
Appropriation for 1883-'84.....	19,987,653 40	.....	.....
Appropriation for 1884-'85.....	20,715,000 00	727,346 60	3.63
Expenditures for 1882-'83.....	18,579,082 99	.....	.....
Expenditures for 1883-'84.....	20,199,023 83	1,619,940 84	8.71

Additional information relative to the above estimates, appropriations, and expenditures will be found in the accompanying tabular statement marked A.

The preceding estimates have been prepared with due regard for the necessities and increasing service of this Bureau, and it is hoped that the amounts asked for each item, and the explanations following, will be considered satisfactory.

Very respectfully,

JAMES H. MARR,  
*Acting First Assistant Postmaster-General.*

Hon. FRANK HATTON,  
*Postmaster-General.*

A.—Comparative statement of expenditures in the office of the First Assistant Postmaster-General for the fiscal years 1882-'83 and 1883-'84; of appropriations for the years 1883-'84 and 1884-'85, and of estimates for 1884-'85 and 1885-'86.

Items.	Expenditures for fiscal year 1883-'84.	Appropriations for fiscal year 1883-'84.	Expenditures for fiscal year 1883-'84.	Increase of expenditures in 1883-'84 compared with 1882-'83.		Estimates for fiscal year 1884-'85.	Appropriations for fiscal year 1884-'85.	Estimates for fiscal year 1885-'86.	Increase of estimates over appropriations for 1883-'84.
				Increase.	Decrease.				
.....	\$10,315,324 46	\$9,250,000 00	\$11,283,830 87	\$908,436 41	.....	\$12,250,000	\$11,000,000	\$12,000,000	\$2,000,000
.....	4,367,079 41	4,775,000 00	4,785,058 42	367,979 01	.....	4,900,000	4,900,000	5,300,000	400,000
.....	3,173,303 51	3,500,000 00	3,504,208 52	330,905 01	.....	4,000,000	4,000,000	4,535,000	535,000
.....	431,039 77	14,853 40	430,294 58	.....	\$745 19	480,000	480,000	500,000	20,000
.....	19,815 38	25,000 00	9,680 96	.....	10,124 42	40,000	40,000	40,000	.....
.....	55,000 00	90,000 00	59,969 23	4,966 23	.....	65,000	65,000	65,000	.....
For miscellaneous and incidental items	70,922 79	90,000 00	57,318 99	13,673 80	.....	90,000	80,000	80,000	.....
For wrapping paper	21,969 95	25,000 00	24,968 18	2,968 23	.....	30,000	30,000	35,000	5,000
For	50,908 93	55,000 00	62,968 41	2,968 46	.....	80,000	70,000	95,000	25,000
For	14,917 78	6,000 00	19,968 35	5,960 56	.....	25,000	25,000	20,000	5,000
For	14,992 46	20,000 00	10,670 82	4,322 14	.....	25,000	25,000	25,000	.....
For	24,544 54	.....	.....	.....	.....	.....	.....	.....	.....
For pads—stamping and canceling purposes	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	18,579,082 99	19,987,653 40	20,199,023 83	1,682,350 93	28,865 55	22,015,000	20,715,000	23,695,000	2,980,000
Expenditures for 1883-'84	\$20,199,023 83	Appropriation for 1884-'85	.....	\$20,715,000 00	Estimates for 1885-'86	.....	.....	.....	\$23,695,000
Expenditures for 1882-'83	18,579,082 99	Expenditures for 1883-'84	.....	20,199,023 83	Appropriation for 1884-'85	.....	.....	.....	20,715,000
Increase of expenditures for 1883-'84 over 1882-'83	1,619,940 84	Increase of appropriation for 1884-'85 over expenditures for 1883-'84	.....	518,976 17	Increase of estimates for 1885-'86 over appropriation for 1884-'85	.....	.....	.....	2,980,000

\* Decrease.

## C.

POST-OFFICE DEPARTMENT,  
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., October 25, 1884.

Sir: In response to the communication of the 13th ult. from your office, I submit the following estimates of amounts to be appropriated for this office for the fiscal year ending June 30, 1886 :

Inland transportation, railroad routes .....	\$15,684,205 00
Railway post-office car service .....	1,875,000 00
Necessary and special facilities on trunk lines.....	266,764 50
Inland transportation, steamboat routes .....	615,000 00
Inland transportation, star routes.....	5,900,000 00
Railway postal clerks.....	4,682,300 00
Mail messengers .....	975,000 00
Mail locks and keys.....	20,000 00
Mail bags and mail bag catchers .....	275,000 00
Miscellaneous items.....	1,000 00
<b>Total .....</b>	<b>30,294,269 50</b>

The explanations of the foregoing estimates will be found in my annual report and that of the General Superintendent of Railway Mail Service.

Very respectfully,

H. D. LYMAN,  
*Second Assistant Postmaster-General.*

Hon. A. D. HAZEN,  
*Third Assistant Postmaster-General.*

D.

ESTIMATES OF APPROPRIATIONS FOR THE OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL FOR THE FISCAL YEAR ENDING JUNE 30, 1886, WITH EXPLANATIONS SHOWING THE BASIS UPON WHICH SUCH ESTIMATES ARE MADE.

I.—ADHESIVE POSTAGE-STAMPS.

For manufacture of ordinary postage-stamps, of newspaper and periodical stamps, and of postage-due stamps .....	\$174,000 00
Number of these stamps issued during the fiscal year ended June 30, 1884 .....	1,475,820,556
Add 10 per cent. for increase.....	147,582,055
<b>Gives estimated issue for fiscal year ending June 30, 1885.....</b>	<b>1,623,402,611</b>
Add 10 per cent. for increase as before.....	162,340,261
<b>Gives estimated number required for fiscal year ending June 30, 1886..</b>	<b>1,785,742,872</b>
Cost of manufacturing that number at present contract price, 9 19 cents per thousand.....	\$174,209 77

The increase in the number of postage-stamps issued during the past year over the year preceding was an extraordinary one, being over two hundred and fifty-eight millions, or more than 21 per cent. The principal cause of this great increase was undoubtedly the reduction in the letter rate of postage from 3 to 2 cents, authorized by the act of March 3, 1883, which served not only to stimulate letter correspondence, but to cause the substitution for postal cards of large numbers of adhesive stamps on sealed envelopes for short circulars and other business com-

munications. It can hardly be considered probable that such an unusual ratio of increase will continue; in fact, the issues for the quarter ending September 30 of the present year show that the ratio will be reduced. Taking everything into consideration, an annual increase of 10 per cent. is regarded as not improbable. On this basis, as above shown, the amount of appropriation required for the next fiscal year will be, in round numbers, \$174,000, or \$28,000 more than the current appropriation. The present contract for furnishing postage-stamps will expire on the 30th of June, 1885, but it is not likely that under a new contract there will be any increase in the prices of manufacture.

The rate of increase in the number of postage-stamps issued during each of the past five years over the preceding year is as follows:

	Per cent.
For year ended June 30, 1880, over preceding year .....	10.08
For year ended June 30, 1881, over preceding year.....	8.91
For year ended June 30, 1882, over preceding year.....	17.00
For year ended June 30, 1883, over preceding year.....	7.93
For year ended June 30, 1884, over preceding year.....	21.23

## II.—POSTAGE-STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and for the expenses of the agency..... \$8,100 00

This estimate is the same in amount as the appropriation for the present fiscal year.

## III.—STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

For manufacture of stamped envelopes, newspaper wrappers, and letter sheets ..... \$749,000 00

Cost of stamped envelopes and wrappers issued during the fiscal year ended June 30, 1884..... 619,231 21  
Add 10 per cent. for increase ..... 61,923 12

Gives estimated cost for the fiscal year ending June 30, 1885..... 681,154 33  
Add 10 per cent. for increase as before..... 68,115 43

Gives estimated cost for the fiscal year ending June 30, 1886..... 749,269 76

The issues of stamped envelopes and newspaper wrappers for the last fiscal year were, like those of postage-stamps, unusually large, being about 23 per cent. in number more than the issues of the preceding year. This great increase was doubtless due to the same cause as the increase in the issues of postage-stamps, namely, the reduction in the letter rate of postage. It is so largely in excess of the normal rate of increase that it cannot reasonably be expected to continue. Judging from the issues of the past two quarters, a yearly rate of increase not greater than 10 per cent. may be looked for, and the estimate has, therefore, been made upon that basis, giving in even figures the sum of \$749,000.

The prices now paid for stamped envelopes will continue for the next fiscal year, the contract for the manufacture of the envelopes not expiring until September 30, 1886.

The following is the annual rate of increase in the number of stamped envelopes and newspaper wrappers issued during the last five years:

	Per cent.
For year ended June 30, 1880, over preceding year .....	16.6
For year ended June 30, 1881, over preceding year .....	9.6
For year ended June 30, 1882, over preceding year .....	12.9
For year ended June 30, 1883, over preceding year .....	1.0
For year ended June 30, 1884, over preceding year .....	23.6

## IV.—STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and wrappers, and for expenses of the agency..... \$16,000 00

This estimate agrees with the amount of the appropriation for the present year.

## V.—POSTAL CARDS.

For manufacture of postal cards..... \$239,000 00

Total number of postal cards issued during the year ended June 30, 1884. 362,876,750  
Add 10 per cent. for increase..... 36,287,675

Gives estimated number for year ending June 30, 1885 ..... 399,164,425  
Add 10 per cent. for increase as before..... 39,916,442

Gives estimated number for year ending June 30, 1886..... 439,080,867

Cost of manufacturing these articles at the present contract price of 54.43 cents per thousand..... \$238,991 71

During the past year there was a marked decrease in the issues of postal cards, the number being nearly 17,000,000, or over 4 per cent. less than the issue of the preceding year. This decrease is attributable to the fact that since the reduction in the letter rate of postage sealed communications have, to a considerable extent, taken the place of open messages on postal cards—many persons no doubt preferring to give the additional cent of postage for the sake of privacy in their correspondence. As a full year has passed since the reduction of postage went into effect, the decrease in the issues from this cause has probably reached its lowest point, so that in future an increase proportionate to the general increase of business and population in the country may be expected. It has not been thought safe to estimate this rate of increase at less than 10 per cent., which, as above indicated, produces the sum of \$239,000. The present appropriation is \$232,000.

The contract for the manufacture of postal cards will expire on the 30th of June, 1885. It is not possible to say at this time whether there will be any material change in price for making them under a new contract, and consequently no allowance for such is made in the estimate.

The rate of increase in the issues of postal cards for the past five years is shown in the following statement:

	Per cent.
For year ended June 30, 1880, over preceding year .....	22.80
For year ended June 30, 1881, over preceding year.....	13.20
For year ended June 30, 1882, over preceding year.....	13.90
For year ended June 30, 1883, over preceding year.....	7.97
For year ended June 30, 1884, over preceding year (decrease).....	4.38

## VI.—POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and for the expenses of the agency..... \$7,300 00

This estimate agrees with the present appropriation.

## VII.—REGISTERED PACKAGE, POST-OFFICE, AND DEAD-LETTER ENVELOPES.

For registered package, post-office, and dead-letter envelopes..... \$140,000 00

The contract for registered package, post-office, and dead-letter envelopes is for one year only, beginning on the 1st of July of each year. The prices under the present contract are somewhat higher than under the last one; but notwithstanding this it is thought that the current appropriation will be sufficient, and that no increase need be made for the following year. The appropriation is \$140,000.

VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters ..... \$2,000 00

By law (sections 3913, 3976, 3977, 3978, Revised Statutes) this appropriation is necessary for the payment to masters or owners of vessels not regularly engaged in the transportation of the mails for letters brought and delivered to post-offices, on arrival in port, for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amount paid to said master or owner, which amounts are consequently refunded to the Department. The expenditure for the last fiscal year was \$1,614.88; for 1883, \$1,517.10; for 1882, \$1,444.38; for 1881, \$990.95; and for 1880, \$1,355.51. The appropriation for the current year is \$1,500, but this amount will hardly be sufficient for the coming year. The amount needed will be about \$2,000.

XI.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants..... \$2,000

This appropriation is for the purchase of warrants and drafts used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the Department. The warrants and drafts are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The present appropriation is \$2,500. The sum of \$2,000 will probably be sufficient for the service of the next year, and the estimate is consequently for that sum.

X.—MISCELLANEOUS.

For miscellaneous items..... \$1,000

This estimate is for the same amount as the appropriation for the current fiscal year.

*Comparison of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1885, with estimates for the year ending June 30, 1886.*

Items.	Amount appropriated year ending June 30, 1885.	Estimates for years ending June 30, 1886.	Increase of estimates.	
			Amount.	Per cent.
Adhesive postage-stamps.....	\$146,000	\$174,000	\$28,000	19.1
Postage-stamp agency.....	8,100	8,100	.....	.....
Stamped envelopes and wrappers.....	644,000	749,000	105,000	16.3
Stamped-envelope agency.....	16,000	16,000	.....	.....
Postal cards.....	232,000	239,000	7,000	3.0
Postal-card agency.....	7,300	7,300	.....	.....
Registered-package, post-office, and dead-letter envelopes.....	140,000	140,000	.....	.....
Ship, steamboat, and way letters.....	1,500	2,000	500	23.3
Engraving, printing, and binding drafts and warrants.....	2,500	2,000	*500	*20.0
Miscellaneous.....	1,000	1,000	.....	.....
Total.....	1,198,400	1,338,401	140,000	11.7

\*Decrease.

Respectfully submitted to the Postmaster-General.  
A. D. HAZEN,  
Third Assistant Postmaster-General.  
OFFICE OF THE THIRD ASSISTANT POSTMASTER GENERAL,  
October 30, 1884.

E.

POST-OFFICE DEPARTMENT,  
OFFICE OF FOREIGN MAILS,  
*Washington, D. C., October 28, 1884.*

SIR: Replying to your letter of the 13th ultimo, I have the honor to inform you that the amounts estimated as required to be appropriated for the foreign mail service for the fiscal year ending June 30, 1886, are as follows:

For transportation of mails.....	\$425, 000
For balances due foreign countries, including the United States portion of the expenses of the International Bureau of the Universal Postal Union, and the subscription of the Department for the monthly journal (L'Union Postale) of that Bureau. ....	75, 000
Total.....	500, 000

I am, very respectfully, your obedient servant,

JAS. S. CRAWFORD,  
*Superintendent Foreign Mails.*

Hon. A. D. HAZEN,  
*Third Assistant Postmaster-General.*

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**R E P O R T**

**OF THE**

**FIRST ASSISTANT POSTMASTER-GENERAL**

**FOR THE**

**FISCAL YEAR ENDED JUNE 30, 1884.**

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# REPORT

## OF THE

### FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., October 30, 1884.*

SIR: The following statement of the labors of this Bureau for the past fiscal year shows, when compared with the report for the previous year, that, while in some matters of minor importance there was a decrease of work, yet the most essential features of its action were characterized by a steady growth and development. The number of new offices established during the year was greater than for several previous years, and the number discontinued considerably less than last year, making the net increase much larger than was anticipated. It will be observed that the principal increase in the amount of work performed was in the Salary and Allowance Division, made necessary in a great degree by the readjustment of the salaries of postmasters and late postmasters under the act of March 3, 1883. The Division of Free Delivery has accomplished all that could be expected considering the amount appropriated for this service; yet there still remain several offices which are entitled under the law to its benefits, but to which the service can not be extended until after the appropriation for the purpose shall have been increased. In the Divisions of Post-Office Supplies and of Correspondence the work has gradually increased, and postmasters and the public have been as promptly and fully served as the appropriations and circumstances would permit.

Below will be found a summary of the work of each division of the office for the year, though it furnishes no criterion of the amount of time, labor, and patience involved in the preparation and disposition of it.

*Comparative statement of the number of post-offices established and discontinued, and of postmasters appointed for the fiscal years ended June 30, 1883, and June 30, 1884.*

	June 30, 1883.	June 30, 1884.	Increase.	Decrease.
Number of offices established during the year.....	3,253	3,414	161	.....
Number discontinued.....	1,621	1,260	.....	361
Net increase over previous year.....	1,632	2,154	522	.....
Whole number of post-offices.....	47,863	50,017	2,154	.....
Number filled by appointment of the President.....	2,143	2,323	180	.....
Number filled by appointment of the Postmaster-General....	45,720	47,694	1,974	.....
Appointments were made during the year:				
On resignations and commissions expired.....	7,734	7,265	.....	469
On removals and suspensions.....	705	513	.....	192
On change of names and sites.....	342	284	.....	58
On deaths of postmasters.....	468	477	9	.....
On establishment of new offices.....	3,253	3,414	161	.....
	12,502	11,953	.....	549
Total number of cases acted on during the year.....	14,882	13,841	.....	1,041

From the above statement, it will be noticed that the increase over last year in the number of established offices was 161; while compared with the previous year the number of discontinued offices was 361 less.

The net increase in the whole number of post-offices for the fiscal year was 2,154; much larger than any increase for several years past. Arranged by sections and States and Territories this increase was as follows:

NEW ENGLAND STATES.

Maine .....	17	Connecticut .....	5
New Hampshire .....	10		
Vermont .....	5	Total .....	49
Massachusetts .....	10		
Rhode Island .....	2	Total for previous year .....	26

THE FIVE MIDDLE STATES AND DISTRICT OF COLUMBIA.

New York .....	40	District of Columbia .....	0
New Jersey .....	23		
Delaware .....	4	Total .....	225
Pennsylvania .....	124		
Maryland .....	34	Total for previous year .....	223

THE FOURTEEN SOUTHERN STATES AND INDIAN TERRITORY.

Virginia .....	79	Arkansas .....	77
West Virginia .....	79	Missouri .....	56
North Carolina .....	126	Tennessee .....	100
South Carolina .....	23	Kentucky .....	67
Georgia .....	67	Indian Territory .....	16
Florida .....	77		
Alabama .....	60	Total .....	1,070
Mississippi .....	52		
Louisiana .....	47	Total for previous year .....	725
Texas .....	156		

THE TEN STATES AND SIX TERRITORIES OF THE WEST AND NORTHWEST.

Ohio .....	87	Dakota .....	128
Indiana .....	62	New Mexico .....	0
Michigan .....	79	Montana .....	7
Illinois .....	55	Wyoming .....	4
Wisconsin .....	39	Idaho .....	27
Iowa .....	53	Utah .....	14
Minnesota .....	43		
Kansas .....	37	Total .....	707
Nebraska .....	53		
Colorado .....	19	Total for previous year .....	580

THE THREE STATES AND THREE TERRITORIES OF THE PACIFIC SLOPE.

Oregon .....	39	Alaska .....	0
California .....	15		
Nevada .....	5	Total .....	104
Washington .....	35		
Arizona .....	10	Total for previous year .....	68

It will be perceived from the above figures that the greatest increase in any of the States and Territories during the year was 156, in Texas. Last year the largest increase was 172, in Dakota, which Territory during the past fiscal year had an increase of only 128. The increase in North Carolina for the year was 126 and in Pennsylvania 124. The only decrease was in New Mexico.

Comparing the number of post offices in the different States, the order of the six highest on June 30, 1884, was as follows: Pennsylvania,

3,640; New York, 3,122; Ohio, 2,707; Illinois, 2,167; Virginia, 1,982; and Missouri, 1,968. Of the Territories, Dakota had the largest number, 837; exceeding the number in either Massachusetts, Maryland, or South Carolina.

The number of Presidential offices at the end of the fiscal year was 2,323; an increase of 180 during the year. The largest number in any State was 221, in New York. Next in order were Illinois with 189, and Pennsylvania with 166. The greatest increase in offices of this class was 21, in Dakota.

The number of money-order offices at the close of the fiscal year was 6,243; an increase over the previous year of 386. Of the whole number Illinois had 538; Iowa, 448; and New York, 436. The largest increase in any State was 30, in New York.

Fewer changes took place among postmasters during the last than in the preceding year. There was a decrease of 469, as compared with last year, in the number of appointments on resignations and commissions expired; of 192 on removals and suspensions; and 58 in changes of site and name of post-offices. The number of postmasters who died during the year was 477, or 9 more than in the preceding year.

The total number of cases involving appointments as postmasters acted on during the year was 13,841; a decrease of 1,041 as compared with the last year.

Additional information relative to the establishment, discontinuance, &c., of post-offices, and the appointment of postmasters, will be found in tables marked B and C, appended to this report.

APPOINTMENT DIVISION.

While the work of this division did not materially increase during the year, it was nevertheless of a more annoying character than usual, resulting mainly from the many contests over the location of new post-offices and the dissatisfaction which almost invariably arises when a change in the name or site of an existing office is proposed. For the first time this division of the office had a recognized chief, and, fortunately one thoroughly familiar with the business and capable of successfully supervising it. The consequence was much more system in its management, more zeal on the part of its employes, and greater satisfaction to the hundreds of persons who have business with it. I cannot too highly commend the intelligence and energy of this new officer. His duties are very laborious, and great care is required in the performance of them. His salary should, in my opinion, be increased to correspond with other chiefs of divisions in the Department, who receive \$2,250 per annum each; and I hope that in making your next annual estimate for the clerical service of the Department you will regard it as proper to make such recommendation.

Briefly stated, the work of the division for the year was as follows:

Number of cases of all kinds made up.....	14,524
Number of cases acted upon affirmatively .....	13,924
Number of cases declined.....	617
Number of queries sent out affecting the establishment, discontinuance, &c., of post-offices .....	7,551
Number of circulars of inquiry, &c., mailed.....	29,948
Number of letters written .....	3,778
Number of cases referred to other Bureaus of the Department, or to correspondents for information.....	13,947
Number of Presidential cases acted upon.....	876
Number of offices placed in charge of sureties on account of death of postmasters or for other causes.....	314
Number of letters, petitions, and other papers received, indorsed, and filed..	110,265
Number of clerks in the division.....	13

## BOND DIVISION.

The work of this division was very satisfactorily performed during the past year. Some changes were made in the manner of reporting its operations to other Bureaus, which have greatly facilitated the business of the Department without materially increasing the labors of the division. The reports of the inspectors, received during the year in regard to the responsibility of the sureties of postmasters, show that more interest and care are now exercised by appointees in making up their bonds than heretofore. The percentage of bonds forwarded to the Department improperly executed is also found to be decreasing, especially in the Southern States, indicating a greater degree of intelligence among postmasters than formerly. The following summary exhibits the labors of this division in about the only manner in which it can be succinctly presented :

Number of entries made on the books of the division .....	83, 336
Number of cases received upon which appointment papers, bonds, &c., were mailed .....	13, 924
Number of circulars sent on appointments, establishments, changes of names and sites, and discontinuances .....	32, 291
Number of cases reported to report clerk .....	13, 924
Number of new offices reported to division of post-office supplies .....	3, 164
Number of appointees reported as failing to execute bonds .....	932
Number of circulars sent calling for execution of bonds .....	3, 276
Number of bonds examined and passed for commissions .....	11, 050
Number of bonds and oaths returned for correction .....	4, 388
Number of bonds filed .....	13, 895
Number of oaths of postmasters, assistant postmasters, and clerks received, indorsed, and filed .....	25, 714
Number of circulars accompanying bonds returned for correction .....	3, 788
Number of letters written .....	677
Number of new bonds sent by request of sureties .....	532
Number of circulars sent to sureties requesting to be released .....	623
Number of new bonds sent by request of postmasters .....	513
Number of new bonds sent by request of Third Assistant Postmaster-General .....	152
Number of new bonds sent on reports of post-office inspectors .....	93
Number of circulars sent to postmasters accompanying new bonds .....	2, 489
Number of new bonds received and reported .....	1, 757
Number of commissions mailed to postmasters .....	11, 104
Number of surety circulars sent to chief post-office inspector .....	2, 500
Number of post-office inspectors' reports on sufficiency of sureties received .....	2, 202
Number of notifications of postmasters' failure to pay amount due United States sent to sureties .....	244
Number of corrections of names reported to Appointment Division .....	381
Number of blank oaths for assistant postmasters and clerks mailed .....	59, 895
Number of new bonds sent for establishment of new money-order offices .....	861
Number of circulars accompanying new money-order bonds .....	1, 722
Number of commissioned postmasters reported to the Auditor .....	11, 050
Number of circulars sent notifying sureties of death of postmaster .....	396
Number of blank oaths mailed for acting postmasters .....	396
Number of oaths of acting postmasters received and filed .....	241
Number of acting postmasters reported to the Auditor .....	241
Number of commissioned postmasters reported to the Third Assistant Postmaster-General .....	11, 050
Number of commissioned postmasters reported for publication in the Postal Bulletin .....	11, 050
Number of new bonds reported for publication in the Postal Bulletin .....	1, 757
Number of new bonds reported to the Third Assistant Postmaster-General .....	816
Number of establishments, discontinuances, and changes of names or sites of post-offices reported to the Second Assistant Postmaster-General .....	4, 866
Number of same reported to the Third Assistant Postmaster-General .....	4, 866
Number of same reported to the Equipment Division .....	4, 866
Number of discontinuances reported to the Auditor .....	1, 168
Number of new bonds reported to the Auditor .....	1, 757
Number of discontinuances reported to the Third Assistant Postmaster-General .....	1, 168
Number of clerks in the division .....	13

The total of the penalties of the official bonds executed by postmasters at Presidential and money-order offices during the last fiscal year amounted to \$17,053,000.

The following statement exhibits the number of post-offices in operation in the United States in each decade since 1790. The reason for the decrease between 1860 and 1870 was the discontinuance of several thousand offices in the Southern States during the war, and the delay attending, in many localities, their re-establishment.

Decade.	Number of post-offices.	Rate of increase.
		<i>Per cent.</i>
1790.....	75	.....
1800.....	903	1104. 0
1810.....	2, 800	154. 6
1820.....	4, 500	95. 6
1830.....	8, 450	87. 7
1840.....	13, 468	59. 8
1850.....	18, 417	36. 7
1860.....	23, 498	54. 7
1870.....	28, 492	Decrease.
1880.....	42, 989	50. 8
1884.....	50, 017	18. 6

DIVISION OF POST-OFFICE SUPPLIES.

The work of this division consists in supplying, principally upon requisition, the necessary stationery, blanks and twine, letter balances, scales, and post-marking and rating and canceling stamps to such post-offices as are, by law, entitled to the same, and also to the superintendents of the railway mail service, to enable all of these officers and their subordinates to make up and dispatch mails, to report and record the same, and to render formal accounts of the business of their offices to the proper authorities of this Department, and also to the Treasury.

This division is also charged with keeping the accounts for departmental printing with the Government Printer, and with the distribution of the departmental stationery.

The work of the division during the past year has been larger than that of any previous year, and has increased in about the same ratio as the general growth of the service, as will appear from the following statement:

SUPPLIES FURNISHED.

Articles.	Fiscal year 1880-'81.	Fiscal year 1881-'82.	Fiscal year 1882-'83.	Fiscal year 1883-'84.
Blanks for use of the Department and for postmasters and the railway mail service .....	36, 301, 000	48, 176, 950	50, 156, 464	51, 697, 800
Books for the records of the Department, for postmasters, and the railway mail service.....	84, 821	82, 793	119, 529	131, 197
Facing slips for packages and sacks .....	41, 942, 400	32, 736, 600	48, 960, 000	48, 583, 700
Marking and rating stamps of all kinds.....	6, 092	6, 589	16, 556	23, 071
Jute twine .....pounds..	393, 902	443, 102	584, 699	566, 717
Hemp twine .....do....	105, 021	116, 439	149, 805	158, 298
Cotton twine .....do....			71, 018	126, 296
Letter balances and scales .....	2, 429	2, 621	13, 541	4, 447
Wrapping paper.....reams..	12, 244	13, 821	20, 839	11, 506
Canceling ink.....			11, 376	(*)
Inking-pads .....number..			11, 700	(*)
Wrapping paper, facing slips (15,360 to the ream), reams.....	2, 080	2, 070	3, 120	3, 163

\* No appropriation.



The total appropriations and expenditures for the above-mentioned supplies during the fiscal year ended June 30, 1884, were as follows:

Appropriations .....	\$128,000 00
Expenditures .....	120,886 92
Balance unexpended .....	7,113 08

Detailed statements of these expenditures will be found in the table marked D, appended to this report. In addition to these expenditures wrapping paper for facing slips, amounting to \$7,783.20, was furnished to the railway mail service, upon requisition of the different superintendents, approved by the General Superintendent, and the cost thereof charged by the Auditor to the appropriation for railway transportation.

In like manner twine was furnished to the railway mail service, and the cost thereof, \$19,277.20, charged by the Auditor to the appropriation for railway transportation.

These items are included in the table of supplies furnished, but not in the statement of appropriations and expenditures.

Adding these amounts to the appropriations, for these two items the following results appear:

	Wrapping paper.	Wrapping twine.
Appropriations for 1883-'84 .....	\$25,000 00	\$63,000 00
Expenditure for 1883-'84 .....	32,783 20	82,277 30
Deficiency supplied out of appropriation for railway transportation.....	7,783 20	19,277 30

WRAPPING PAPER AND TWINE.

The appropriations for twine and wrapping paper have been based, heretofore, mainly upon the estimated demands for these articles at post-offices, without regard to the necessities of the railway mail service. The fact is, however, that the greater part of the distribution of the mail, and its making up into packages for its final destination, which was formerly done to a great extent in distributing post-offices, has, for the past eight years, been largely performed upon the cars by the railway postal clerks.

For several years the appropriation for these articles has been insufficient to supply both postmasters and the railway mail service, and the deficiency has been made good out of the appropriation for railway transportation, to which the supplies furnished the railway mail service may be regarded as an incidental expenditure. If this method of supplying the railway mail service with these articles should be continued the amounts appropriated for the present fiscal year for these items will be sufficient for the next; but if not, separate estimates should be made for the supply of postmasters and the railway mail service, or the customary estimate should be considerably increased. The twine issued to the railway mail service is used for the same purposes as in post-offices, but there is a difference between them in the use of wrapping paper. Only a small amount of wrapping paper in sheets is used in the Department for shipping supplies, while a considerable quantity is needed in post-offices for securing registered packages, and for the wrapping of bundles of mail matter for post-offices on star routes, in cases where the mail for a number of offices is inclosed in the same pouch. Nearly half of the entire quantity is cut up into facing slips,



which are required to be used by all post-offices, as well as by railway postal clerks, one being inclosed in each package of letters and in each sack of paper mail made up.

My judgment in regard to this matter is, that this office should continue to furnish the railway mail service with supplies of this character; and, in order that any embarrassment or complication may be avoided in future in the payment therefor, I have to recommend that Congress be urged to increase the appropriations for the next fiscal year, both for wrapping paper and wrapping twine, as asked for and explained in the annual estimates for the service of this Bureau.

The wrapping paper furnished in 1882-'83 weighed 22 pounds to the ream of 20 by 25 inches, and 55 pounds to the ream of 26 by 40 inches, and in 1883-'84 the weights to the ream were respectively 30 and 60 pounds. The price paid per pound in 1882-'83 was about 5.95 cents, and in 1883-'84 6.45 cents. Experience has shown that in the matter of wrapping paper for the use of the Department the best is the cheapest, as under the last contract it required two or three sheets of the light weight paper to do the work of one sheet of the heavier paper. Similar results have been obtained by the use of a better quality of cotton twine, of which, during the last year, 126,296 pounds were issued against 71,018 pounds for the previous year.

The issue of jute twine was 566,717 pounds in 1883-'84 against 584,699 pounds in 1882-'83.

The issue of hemp twine in 1883-'84 was 158,298 pounds against 149,805 pounds in 1882-'83.

PRINTING, BINDING, ETC., FOR THE DEPARTMENT.

The appropriations and expenditures for this work during the past four fiscal years, exclusive of the printing and binding for the money-order office, which is paid for out of the profits of the money-order business, were as follows:

Fiscal year.	Appropriation.	Expenditure.
1880-'81 .....	\$150,000	\$119,169 45
1881-'82 .....	150,000	133,504 72
1882-'83 .....	150,000	149,998 36
1883-'84 .....	180,000	179,996 09
1884-'85 .....	180,000	.....

The original appropriation for the fiscal year 1883-'84 was \$150,000, but by the act of Congress approved May 1, 1884, \$30,000 was authorized as a deficiency appropriation to be expended for this purpose.

It will be seen from the foregoing statement that the expenditures during the year 1882-'83 were about 10.73 per cent. greater than for 1881-'82, and for 1883-'84 about 11.10 per cent. greater than for 1882-'83.

It is supposed that a deficiency appropriation of at least \$20,000 will be necessary for this item during the present year.

It is estimated that about \$12,000 was expended out of this appropriation during the last fiscal year for stationery, blank books, and printed blanks for postmasters, the cost of which, prior to this year, was paid out of the amount appropriated for stationery in post-offices.

STATIONERY IN POST-OFFICES.

During the past fiscal year a new method of purchasing, also of supplying stationery to post-offices of the first and second classes, was in-

troduced, viz, that of inviting proposals and contracting with the lowest or most satisfactory bidder to furnish the articles in bulk for use in such offices, and requiring postmasters in all cases to make requisitions for stationery before supplying it. This arrangement has been found more economical and systematic than the previous practice, which permitted these officers, after obtaining the consent of the Department, to make the needed purchases and file vouchers for the same with the Auditor.

The expenditures for stationery in post-offices for the past five fiscal years were as follows:

1879-'80.....	\$48,284 81
1880-'81.....	49,238 45
1881-'82.....	56,517 28
1882-'83.....	55,000 00
1883-'84.....	57,700 00

From the expenditures for this item for the last fiscal year must be deducted \$6,300, authorized by law to be paid out of the appropriation for the salaries of five clerks and two laborers employed in the division of post-office supplies, and also about \$8,000 for the estimated value of stationery on hand at the close of the fiscal year, which leaves \$45,000 as the cost of the stationery issued to post-offices of the first and second classes during the year.

To this amount must be added \$12,000 for printing and binding at the Government Printing Office, as above stated, making the total \$57,700. The net saving during the year by the new system may therefore be estimated at about \$2,300, which is nearly 4 per cent. of the appropriation.

The appropriation for the fiscal year 1884-'85 is \$65,000, and it is believed that a like amount will be sufficient for 1885-'86.

#### STATIONERY FOR THE DEPARTMENT.

The appropriation for stationery for the departmental purposes for the past few years has not been larger than \$9,000 per annum, notwithstanding the constant increase of business, which necessarily involved the use of more articles of this description to keep up the correspondence and records of the Department.

It has only been by the practice of the most rigid economy, and, in many instances, dispensing with material that might have greatly facilitated the work of the Department, that the sum appropriated has been made to suffice. In consequence, however, of new rulings by the officials of the Treasury Department, many articles, such as law books, rubber stamps, &c., heretofore paid for from some other appropriation of the Department, will hereafter be charged to this stationery account. To meet this additional expense, and to properly provide for other actual necessities of the Department, the amount of this item should be increased for the next fiscal year to \$12,000.

#### POSTMARKING, RATING, AND CANCELING STAMPS, PADS AND INK, SCALES AND LETTER BALANCES, ETC.

Within the past four or five years the complaints of business men concerning the illegibility of postmarks, and improperly-rated letters and other mail matter, have been so numerous and so well founded that Congress was under the necessity of complying with the requests of the Department in regard to this matter, and by the act of Congress of May 4, 1882, \$35,000 was appropriated, with a view of partly reme-

dying the evil, especially in its application to the management of post-offices of the fourth class.

This amount (\$35,000) was expended for the above purpose during the fiscal year 1882-'83, and with very perceptible benefit to the service and the people. The appropriation for scales and letter balances and for postmarking stamps since that time have been sufficient to enable the Department to supply all new offices with these articles and renew them at many of the offices when necessary; and if the wording of the law making appropriation for postmarking and rating stamps could be so changed as to include the purchase of ink and inking pads also, there would probably be but little cause for further complaint of illegibly postmarked mail matter or of insufficient cancellation of postage stamps.

Appended to this report will be found a tabular statement marked D, giving detailed information concerning the operations of the division of post-office supplies.

#### THE FREE-DELIVERY SYSTEM.

The number of free-delivery offices at the close of the year was 159, an increase of 5, viz: Chattanooga, Tenn.; Los Angeles, Cal.; Montgomery, Ala.; Ottumwa, Iowa, and Scranton, Pa.; and the number of carriers 3,890, an increase of 210.

The regular appropriation for this service was \$3,500,000, to which was added a special appropriation of \$14,653.40 to prevent an anticipated deficiency, making a total of \$3,514,653.40. The entire cost of the service was \$3,504,206.52, leaving an unexpended balance of \$10,446.88. The increase of appropriation over that of the preceding year was \$314,653.40, and the increase of expenditure \$330,870.01. This increased expenditure was due to the extension of the service to additional cities, to the number of carriers added to the force at the old offices, and to the increased pay of carriers required by act of August 2, 1882, which provides for the increase of the salary of each carrier, in cities having over 75,000 inhabitants, by \$200 each annually till the maximum (\$1,000) is reached, and in cities having a smaller population by \$250 each annually till the maximum (\$850) is reached.

#### POSTAGE ON LOCAL MATTER.

The total postage on local matter at the several offices amounted to \$4,777,484.87, an increase over that of the preceding year of \$417,745.65, and over the entire cost of the service of \$1,273,278.35, an increase of 9.95 per cent. in postage on local matter and 36.33 over cost of the service. The average cost per piece in handling matter was 2.3 mills, a decrease of one-tenth mill as compared with last year. The average cost per carrier, based on the total cost of the service less the amount paid post-office inspectors, was \$898.78, an increase of \$38.83 over that of last year. This increase was owing to the fact that a large number of carriers reached the maximum salary.

The number of mail letters delivered during the year was 402,577,395, an increase of 17.70 per cent. over that of the preceding year; mail postal cards delivered was 97,421,725, an increase of 13.10 per cent.; local letters delivered, 121,853,932, an increase of 16.68 per cent.; local postal cards delivered, 69,230,704, an increase of 14.48 per cent.; registered letters delivered, 3,093,961, an increase of 9.32 per cent.; newspapers delivered, 231,645,185, an increase of 13.79 per cent.

The number of letters collected was 414,198,891, an increase over that of last year of 19.95 per cent.; postal cards collected 130,057,314, an increase of 12.98 per cent.; newspapers collected 70,475,010, an increase of 8.84 per cent.

The whole number of pieces handled—delivered and collected—was 1,540,554,117, an increase of 16.30 per cent., and the average number handled by each carrier was 396,029, an increase of 10.02 per cent.

Additional information concerning the operations of the free delivery service will be found in the tabular statement marked E, appended to this report.

*Aggregate result of free-delivery service for fiscal year ended June 30, 1884.*

Statistics of free delivery.	Total.	Increase over last year.	Per cent. of increase.
Number of officers .....	159	5	3.25
Number of carriers .....	3,890	210	5.98
Mail letters delivered .....	402,577,395	60,563,645	17.70
Mail postal cards delivered .....	97,421,725	11,288,497	13.10
Local letters delivered .....	121,853,932	17,416,786	16.68
Local postal cards delivered .....	69,230,704	8,758,511	14.48
Registered letters delivered .....	3,093,961	263,758	9.32
Newspapers delivered .....	231,645,185	28,077,180	13.79
Letters collected .....	414,198,891	68,881,088	19.95
Postal cards collected .....	130,057,314	14,943,783	12.98
Newspapers collected .....	70,475,010	5,723,168	8.84
Whole number of pieces handled .....	1,540,554,117	215,916,416	16.30
Pieces handled per carrier .....	396,029	36,074	10.02
Total cost of service, including pay of post-office inspectors ..	\$3,504,206 52	\$330,870 01	10.42
Average cost per piece in mills .....	2.3	†0.1	†4.16
Average cost per carrier* .....	\$898 78	\$38 83	4.51
Amount of postage on local matter .....	\$4,777,484 87	\$417,745 65	9.95
Excess of postage on local matter over total cost of service ..	\$1,273,278 35	\$251,384 34	24.60

\* Based on the aggregate (\$3,496,267.29) paid carriers, including incidental expenses at the several offices, less \$7,939.23 paid post-office inspectors.

† Decrease.

Long experience has shown that this system of delivery is more acceptable to the people than the old mode of office delivery; that it is more accurate and thorough in the delivery of letters; that it reduces the number of dead letters; that it diverts to the post-office many letters formerly delivered by private expresses and private messengers; that it stimulates mail and local correspondence, and increases the postage on local matter; that it saves time and money to the people and fruitless calls at the post-office, and yields a larger surplus of postage on local matter alone above its cost, notwithstanding this class of matter for which it gets credit is only about 25 per cent. of the matter handled by carriers. In view of these facts, I do not hesitate to advise that the law governing the establishment of this system be so changed as to authorize its extension to places of 10,000 inhabitants, provided the postal revenue for the preceding fiscal year at such places amounted to \$10,000; also that in case of several post-offices in the same city or place the revenues from all the offices may be aggregated and taken as a standard entitling such place to this system, provided it has the required population.

I would also call attention to a class of towns in the more densely settled portions of the country within short distances of one another, each with its separate post-office, which cannot be reached as the law now stands, having in the aggregate the required population and revenue, but none of which singly reaches the requirements of the law, viz: 20,000 population within its corporate limits or \$20,000 postal revenue.

The law should, in my judgment, be so changed as to allow the aggregation of the population and postal revenues of these towns, and when they meet the requirements of population and revenue this system should be extended. This could be easily done by establishing the service at the most important and central office and discontinuing the others, or substituting branches of the central office, as may be found on investigation to be most expedient. The result would be a diminution in the number of offices, and a more intelligent, economical, and satisfactory service.

In this connection, and as showing the extent to which the delivery of mail by carrier has been carried in the United Kingdom of Great Britain, I quote from a letter of July 19, 1883, from the General Post-Office, London, as follows:

“There is certainly no village, and but few hamlets, in the United Kingdom without a delivery of letters, &c., from house to house, and that although in certain thinly inhabited districts the letters are not delivered every day, they are still delivered at least twice or more, usually three times, a week. Indeed, with but rare exceptions, letters are delivered even in rural districts on six days of the week, if not seven. \* \* \* As a rule, all towns and most of the considerable villages have two deliveries of letters from house to house every week day. \* \* \* Of 850 head post-offices about 350 have two deliveries in the course of the day, 300 have three deliveries, 115 have four, 17 have five, 6 have six, and 1 (Liverpool) has seven daily deliveries. \* \* \* In the London postal district, which comprises an area of about 216 square miles, the number of deliveries on week days ranges from twelve in the central or ‘town’ district to three in a few of the outer suburban districts, where the population is comparatively sparse.”

The following table, compiled from the same correspondence, will show the extent to which the free delivery of letters, &c., by carriers has superseded the delivery through post-office boxes in several of the principal cities of the United Kingdom:

City.	Number of post-office boxes rented.	Number of letters, &c., delivered through boxes, weekly.	Total number of letters delivered weekly.	Percentage of letters delivered to box-holders.	Estimated population within city delivery.
Birmingham .....	162	65,500	492,500	13.3	408,000
Dublin .....	77	53,000	442,300	11.9	316,500
Edinburgh .....	56	27,600	569,900	4.8	286,400
Glasgow .....	178	79,400	758,000	10.5	704,400
Liverpool .....	206	59,000	852,600	6.9	681,000
Manchester .....	548	186,000	875,500	21.2	597,700
Sheffield .....	176	38,500	205,300	18.7	284,400
London, E. C. district .....	190	193,000	2,710,300	7.1	.....

DIVISION OF CORRESPONDENCE.

The following is a summary of the work performed in this division:

Number of letters written to postmasters and to private individuals, involving decisions under postal regulations and laws, during the past fiscal year .....	11,155
Number of telegrams sent in reply to communications requiring the immediate action of the Department .....	98
Number of newspapers and periodical publications claiming the right of admission as second-class matter that have been examined and admitted or rejected .....	3,410
Amount of money collected from publishers of second-class matter for violation of law in inclosing third-class matter in their publications .....	\$3,689 07



This collection was made through the office of the Third Assistant Postmaster-General, as the result of decisions made in this office, and shows an increase of about 83½ per cent. over the collections from the same source for the last fiscal year.

The increase in the correspondence of the office for the same period was 3½ per cent.

The preceding statement is a compilation of results, and from the casual perusal of it no accurate idea of the actual mental and clerical labor required to attain the same can be formed.

The questions that properly belong (and are referred or addressed) to this division embrace many of importance to business men, one of its principal functions being the classification of mail matter and the fixing of the rates of postage chargeable thereon.

Questions concerning the right to the possession of letters containing money or drafts, and addressed to lunatics, deceased persons, or defunct corporations; the classification of printed matter, which always requires careful consideration and close discrimination; the collection of fines imposed upon firms or individuals for inclosing matter chargeable with a higher rate of postage in that of a lower; and the consideration of numerous other questions of importance, which require the accurate construction of the United States statutes and the regulations of the Department governing the same, may be said to constitute the chief labors this division is called upon to perform.

#### LETTER-BOOK CLERKS.

There were recorded during the past fiscal year, by the two clerks assigned to this duty, 30,188 manuscript letters, orders, and reference papers.

It is estimated that at least 75,000 circulars and printed letters of inquiry or instruction were during the same period directed and mailed by these employés.

#### PRINCIPAL MESSENGER.

The employé who acts in this capacity received, opened, and distributed during the last year 627,256 letters, papers, requisitions, packages, &c., pertaining to the business of the bureau.

#### SALARY AND ALLOWANCE DIVISION.

The year just closed has been one of unusual activity in postal matters. Many changes and improvements were made, and as all adjustments and readjustments of postmaster's salaries, and allowances for clerk hire, rent, fuel, light, &c., were made through this division, the small force employed deserve special recognition for the creditable record made by it.

In order to give an idea of the nature and variety of the duties assigned to this division, I will state them in concise form, viz:

#### DUTIES ASSIGNED TO THE SALARY AND ALLOWANCE DIVISION.

The most important duties assigned to this division are the adjustment of the salaries of Presidential postmasters, or postmasters of the first, second, and third classes; the consideration of applications for clerk hire, rent, fuel, light, furniture, miscellaneous and incidental expenses, and the examination of the quarterly returns or accounts of

postmasters at offices of the first and second classes, before they are finally passed by the Auditor of the Treasury for the Post-Office Department; the regulation of the salaries and duties of the employes necessary for the proper transaction of the postal business in the larger post-offices; the supervision and regulation of box-rent rates and deposits for keys for lock-boxes; and the management of the large correspondence incidental to the transaction of the important duties as herein mentioned. The clerical work pertaining to the leasing of buildings or premises for post-offices was also performed in this division until March 31, 1884.

During the year the duties of this division were largely increased by the reduction of the rate of postage on first-class mail matter, and by the change in the law regulating the compensation of postmasters; the act of Congress approved March 3, 1883, requiring an adjustment of the salaries of Presidential postmasters to take effect October 1, 1883, simultaneously with the reduction of postage from three to two cents. This adjustment was made, and from October 1, 1883, the salaries of Presidential postmasters were equalized and fixed upon the basis of the gross receipts of their respective offices.

The new law requires these salaries to be adjusted annually instead of biennially, as heretofore; and the first annual adjustment was made upon the basis of the gross receipts accruing at the respective offices for the four quarters ended March 31, 1884, to take effect July 1, 1884. This important and extra duty, together with the wonderful increase in all of the branches of the postal service, more than doubled the work of this division.

The duty of regulating the key-deposit trust fund, assigned to this division just previous to the beginning of the past fiscal year, has also caused a large increase of work; but it is now so systematized that the heavy correspondence incident thereto is promptly attended to.

In addition to the regular duties of the division, as hereinbefore stated, on April 7, 1884, under order of the Postmaster-General, the work of reviewing and readjusting the salaries of postmasters at offices of the third, fourth, and fifth classes, under the act of Congress approved March 3, 1883, for the decade from July 1, 1864, to July 1, 1874, was assigned to it. At the same time a detail of seven clerks from other Bureaus of the Department was made, and six weeks later this force was increased to nine clerks.

This work, as you know, is one of considerable magnitude and importance, and it is increasing daily. The work of review is progressing as rapidly as possible with the limited force at command.

The number of letters received by this division for the fiscal year ended June 30, 1884, amounted to 17,837; an increase of 7,317, or 69.5 per cent., as compared with 1883, and 12,939, or 263.9 per cent., more than the number received during 1880.

The total number of letters written reached the large figure of 21,393; an increase of 11,393, or 113.8 per cent., over 1883. In other words, the number of letters written during the past fiscal year amounted to more than double the number during 1883.

There were mailed 21,228 circular letters; an increase of 6,745, or 46.5 per cent., as compared with 1883.

The allowances made for clerk-hire were 3,917; an increase of 1,159, or 42.0 per cent., over 1883. The aggregate amount allowed for clerk-hire was \$4,765,103.59.

The total number of applications for clerk-hire declined was 1,319;



being a decrease, as compared with the year 1883, of 1,285, or 49.3 per cent.

There were made 2,518 allowances for rent, fuel, and light; an increase of 57, or 2.3 per cent., over 1883. This slight increase was occasioned by inadequate appropriations for rent, fuel, and light for post-offices, the limited fund compelling the Department to decline many meritorious applications.

Applications for allowances for rent, fuel, and light to the number of 967 were declined; an increase of 345, or 55.4 per cent., over 1883.

The allowances for miscellaneous items made numbered 4,551, and 1,613 applications for allowances for miscellaneous items were declined. As compared with the previous year, this is a decrease of 888, or 35.5 per cent., and this improvement is largely owing to the operation of Department order of September 7, 1883, requiring postmasters at the larger offices to make application for each quarter in advance for authority for making miscellaneous expenditures.

The allowances made for furniture were 647; an increase of 104, or 19.1 per cent., over 1883; and 779 applications for furniture were declined, a decrease of 136, or 14.8 per cent., as compared with 1883.

There were 207 applications for stationery declined. These applications all related to amounts disallowed for stationery for the fiscal year ended June 30, 1883, caused by the exhausted appropriation for that year.

There were made 218 allowances for advertising, the aggregate amount allowed being \$9,128.14; and 116 applications for advertising were declined.

There were 248 fourth-class post-offices reported by the Auditor, where the annual compensation for postmasters amounted to \$1,000, exclusive of money-order commissions; and 248 fourth-class offices were assigned to higher grades, the aggregate salaries of postmasters thereat making a total of \$269,900.

The special adjustments of postmasters' salaries made numbered 328, involving an aggregate amount of \$302,400 for salaries.

There were 101 salaries of postmasters reduced or discontinued, making a saving of \$107,200.

The total number of salaries of Presidential postmasters adjusted during the year amounted to 4,835; and the aggregate amount involved for salaries in all the adjustments amounted to \$7,842,200.

The allowances for clerk-hire reduced or discontinued during the year numbered 92, making a saving of \$48,117; and 217 allowances for rent, fuel, and light were reduced or discontinued, making a saving of \$48,353.

The work of reviewing and readjusting the salaries of postmasters at offices of the third, fourth, and fifth classes, under the act of March 3, 1883, was assigned verbally to this division by the Postmaster-General April 7, 1884, and since that date 26,892 applications for review of salaries under the said act have been received and placed upon the files of the Department.

The number of applications reviewed and readjusted was 6,894, and 2,005 were allowed, involving an additional amount for the compensation or back pay of postmasters of \$158,447.73.

There were 4,889 applications reviewed and found to be below the ten per cent. increase requirement of law.

The following tabulated statement will show, in concise form, the operations of this division for the fiscal years 1880, 1881, 1882, 1883, and 1884, inclusive, viz:

ADJUSTMENT OF PRESIDENTIAL POSTMASTERS' SALARIES. 73

Table showing volume of business transacted in the Salary and Allowance Division, office of the First Assistant Postmaster-General, for the fiscal years ended June 30, 1880, 1881, 1882, 1883, and 1884, and increase of work since 1880.

Items.	Fiscal year ended June 30—					Increase of work 1884 over 1880.
	1880.	1881.	1882.	1883.	1884.	
Letters received .....	4, 898	4, 255	8, 806	10, 520	17, 837	No. 12, 939
Letters written .....	5, 160	4, 751	7, 398	10, 002	21, 393	16, 233
Circular letters sent out .....			13, 503	14, 483	21, 228	21, 228
Allowances for clerk-hire made .....	1, 338	1, 694	2, 280	2, 758	3, 917	2, 581
Allowances for clerk-hire declined .....	1, 929	1, 603	1, 694	2, 604	1, 319	*610
Allowances for rent, fuel, and light made .....	392	379	499	2, 461	2, 518	2, 126
Allowances for rent, fuel, and light declined .....	223	144	171	622	967	744
Allowances for miscellaneous items made .....	484	703	3, 177	4, 970	4, 551	4, 067
Allowances for miscellaneous items declined .....	96	634	855	2, 501	1, 613	1, 517
Allowances for furniture made .....	166	117	258	543	647	481
Allowances for furniture declined .....	596	337	244	915	779	183
Allowances for stationery made .....	615	635	2, 628	3, 239		
Allowances for stationery declined .....	19	19	918	1, 128	207	188
Allowances for advertising made .....			21	368	218	218
Allowances for advertising declined .....			39	120	116	116
Cases referred to chief post-office inspector .....	48	34	189	368	283	235
Special adjustments postmasters' salaries .....		251	238	349	328	328
Biennial adjustments postmasters' salaries .....	1, 764		2, 012		4, 875	3, 111
Fourth-class post-offices reported by the Auditor where the annual compensation of the postmaster amounts to \$1,000 exclusive of money-order fees ..	117	152	192	298	228	111
Presidential offices relegated to fourth class .....			9	15	97	97
Fourth-class offices assigned to the third class .....	99	113	145	174	248	149
Lease cases prepared .....			33	176	37	†37
Leases in operation .....			313	228	298	298
Cases of all kinds made special .....		117	787	378	194	194
Discontinued rent .....			5	22	217	217
Discontinued clerk-hire .....			17	217	92	92
Presidential post-offices .....	1, 764	1, 863	2, 008	2, 176	2, 323	559
Claims for readjustment of postmasters' salaries under act of March 3, 1883 ..				6, 567	26, 892	26, 892
Railway mail service allowances made .....		‡74				
Employees (average) .....	3	3	4	5	7	

\* Decrease. † To March 31, 1884. ‡ Transferred to office Second Assistant Postmaster-General.

ADJUSTMENT OF PRESIDENTIAL POSTMASTERS' SALARIES.

In compliance with the requirements of the act of Congress approved March 3, 1883, the salaries of Presidential postmasters, or postmasters at offices of the first, second, and third classes, were adjusted and fixed upon the basis of the receipts of their respective offices, to take effect October 1, 1883, simultaneously with the reduction of postage on first-class mail matter. This adjustment was made upon the postmasters' returns for the four quarters ended June 30, 1883, being a full year upon the old or 3-cent rate of postage.

On July 1, 1883, the Presidential list of offices numbered 2,176, and under the operation of law 44 new offices were added, to take effect October 1, 1883, making a total of 2,220. Under the adjustment, as required by the act of March 3, 1883, 25 offices were relegated to the fourth class, leaving a total of 2,195 offices on the Presidential list, from October 1, 1883. The aggregate salaries of these postmasters amounted to \$3,707,500; and the grand total of receipts from the same offices amounted to \$33,535,253.95, or 74.28 per cent. of the revenue of the Department for the same period. The aggregate salaries of the postmasters amounted to 11.6 per cent. of the receipts which accrued at their offices.

In accordance with the requirements of the new law, making provision for the *annual* instead of the *biennial* adjustments, as heretofore, the *first annual* adjustments of the salaries of Presidential postmasters were made, to take effect July 1, 1884. Two thousand three hundred and fifty-seven adjustments were made upon the basis of the returns from the respective offices for the four quarters ended March 31, 1884, being six months' revenue upon the *old* or *3-cent rate*, and six months upon the *new* or *reduced rate of 2 cents*; 72 offices were relegated to the fourth class, and 38 new offices were added to the Presidential list from July 1, last, making the total number of Presidential offices, from July 1, 1884, 2,323. The aggregate amount required to pay the salaries of these postmasters is \$3,828,700; and the grand total of gross receipts which accrued at the same offices for the four quarters ended March 31, 1884, amounted to \$33,031,697.33. The aggregate salaries of the postmasters will absorb 11.59 per cent. of the revenue of the Presidential offices.

With a view of showing the number of Presidential post-offices, the aggregate salaries of postmasters, and the aggregate receipts for the four quarters ended March 31, 1884, by States and Territories, the following tabulated statement has been prepared:

*Statement showing the number of Presidential post-offices in the several States and Territories, and the aggregate salaries of the postmasters thereat as adjusted to take effect July 1, 1884.*

States and Territories.	Number of Presidential post-offices, adjustment of July 1, 1884.	Aggregate salaries of postmasters.	Aggregate receipts, four quarters ended March 31, 1884.
Alabama .....	22	\$34,300	\$165,815 84
Arizona .....	6	9,600	34,998 67
Arkansas .....	18	27,800	111,187 86
California .....	56	95,600	923,869 72
Colorado .....	33	54,100	328,928 32
Connecticut .....	55	95,900	662,633 07
Dakota .....	41	61,500	202,979 31
Delaware .....	7	11,200	67,460 44
District of Columbia .....	1	5,000	273,375 67
Florida .....	14	23,600	94,615 81
Georgia .....	29	48,400	341,531 45
Idaho .....	4	5,600	15,256 86
Illinois .....	169	297,900	3,071,819 00
Indiana .....	93	149,800	774,471 10
Iowa .....	132	210,100	925,569 43
Kansas .....	80	187,000	516,281 36
Kentucky .....	39	62,900	477,278 74
Louisiana .....	12	19,200	309,883 34
Maine .....	37	59,900	331,813 11
Maryland .....	19	32,900	607,536 74
Massachusetts .....	118	210,000	2,589,108 29
Michigan .....	115	187,600	1,086,486 38
Minnesota .....	51	81,200	617,360 25
Mississippi .....	23	34,500	110,501 78
Missouri .....	78	123,100	1,448,219 76
Montana .....	12	19,900	76,915 72
Nebraska .....	49	73,200	327,994 41
Nevada .....	9	13,300	39,596 65
New Hampshire .....	32	50,100	206,678 42
New Jersey .....	62	113,100	727,195 08
New Mexico .....	7	12,500	47,963 52
New York .....	221	382,500	7,149,991 98
North Carolina .....	24	37,000	140,411 72
Ohio .....	136	241,800	2,162,041 86
Oregon .....	13	21,100	127,440 50

Statement showing the number of Presidential post-offices, &c.—Continued.

States and Territories.	Number of presidential post-offices, adjustment of July 1, 1884.	Aggregate salaries of post- masters.	Aggregate receipts, four quarters ended March 31, 1884.
Pennsylvania .....	166	\$281,000	\$3,104,844 05
Rhode Island .....	11	22,500	280,327 19
South Carolina .....	19	28,500	146,032 71
Tennessee .....	27	43,500	326,773 07
Texas .....	77	121,400	574,671 83
Utah .....	5	9,100	61,724 19
Vermont .....	26	42,400	160,102 20
Virginia .....	31	54,900	358,687 24
Washington .....	11	17,700	62,416 40
West Virginia .....	16	24,600	107,567 60
Wisconsin .....	84	132,800	724,875 43
Wyoming .....	4	7,100	28,453 43
Total .....	2,323	3,828,700	33,631,697 33
Grand total of gross receipts .....			\$33,631,697 33
Grand total of postmasters' salaries .....			3,828,700 00
Percentage of gross receipts absorbed by salaries .....			11.59

The grand total of gross receipts for the four quarters ended March 31, 1884, was 74.80 per cent. of the revenue of the Post-Office Department for the same period.

A comparison of the adjustment of July 1, 1884, with the adjustment made to take effect October 1, 1883, can be made by examining the above table in connection with the tabulated statement, as shown on page 55 of the report of the Postmaster-General for the fiscal year ended June 30, 1883.

LEASES.

From July 1, 1883, to March 31, 1884, the time the work attendant upon the leasing of buildings and premises for postal purposes was performed in this division, only 37 lease cases were prepared, a remarkable falling off as compared with the previous year, when the number was 156. This was chiefly owing to the great embarrassment in which the Department was placed on account of the lack of well-defined authority to make contracts beyond the fiscal year. The total number of leases in operation June 30, 1884, was 298, involving an aggregate amount of \$282,683 for rent. A report of the leasing operations for the fiscal year ended June 30, 1884, will be made by the law clerk of the Department, who was placed in charge of leases by the Postmaster-General April 1, 1884.

BOX-RENTS.

The regulation of box-rent rates was extended during the past year to all offices where postmasters collect box-rents.

From the statements furnished by postmasters at the request of this office relative to the number, condition, and rental price of their boxes, it is shown that a prompt and careful supervision of this matter is necessary in order to insure practical uniformity of prices.

Thousands of postmasters at small offices, especially in the East, or thickly populated States, have for years, in violation of the strict letter of the law, provided some of their principal patrons with boxes free of rent. Again, a large number of postmasters, usually located in the Territories and sparsely settled States, have been charging exorbitant rental prices. This wide diversity in prices is being adjusted, so far as practicable, on a basis of uniform rates, regard being had for local circumstances, such as the cost of living and the general prices prevailing in different localities. Experience has proved, beyond the possibility of a doubt, that moderate rental prices produce the most satisfactory results.

The exercise of greater care in the supervision of this matter has already resulted in a great improvement of the service in this respect, and further improvements will be made during the present year.

#### KEY DEPOSITS.

The regulations relating to key deposits have been modified in some respects, the most important being that of allowing the postmasters at the smaller offices to exercise limited discretion in collecting deposits for keys. In the smaller towns, where postmasters are acquainted with most of the lock-box patrons, it is difficult to carry out the regulations of the Department without, in many instances, engendering bad feeling, and in some cases a serious falling off in box-rents. Many postmasters have made formal complaint to the Department of the stringency of the regulations, very generally asserting that the most unpleasant duty imposed upon them was the collection of the deposits for keys; and a number of postmasters, in order to comply with the *letter* of the law, took from their own funds the amounts required to represent the necessary deposits for keys rather than enforce its actual collection upon their neighbors, thus evading the true purpose of the regulation; and as the boxes and fixtures, as well as the keys and lock-boxes, in the smaller offices are very generally owned by the postmasters themselves, the protection afforded by the deposit for keys is in such cases a protection to the postmasters themselves, as the loss from keys not returned would, if there were no deposit, fall upon them, and not upon the Department. Therefore, inasmuch as the benefit of the key deposits in such cases inures solely to the postmasters, and as many postmasters prefer to bear the risk of loss on account of keys withheld rather than suffer a loss of box-rent, it was deemed advisable to permit them to exercise this reasonable discretion. The regulation, however, requiring postmasters to account to this office for all key deposits coming into their possession is strictly enforced. Their returns are now made semi-annually, instead of quarterly, as heretofore.

With these changes, the operation of the present regulations relative to key deposits is quite satisfactory.

#### REVIEW OF THE SALARIES OF POSTMASTERS OF THE THIRD, FOURTH, AND FIFTH CLASSES, UNDER THE ACT OF MARCH 3, 1883.

Under the act of Congress, approved March 3, 1883, as construed by the Attorney-General of the United States, under date of February 13, 1884, and reaffirmed June 14, 1884, the work of reviewing the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes was assigned, by verbal order of the Postmaster-General, to the division of salary and allowances on the 7th of April, 1884; and at the same time a detail was made of seven clerks from other bureaus of the De-



partment to carry on the work, and six weeks later this force was increased to nine clerks.

After the work had been assigned to this division, the large number of applications for review of salaries, which from time to time had been received at the Department, was collected, briefed, and classified by States and Territories; and, with a view of hastening the work, it was thoroughly systematized, so as to economize clerical labor and insure rapid adjustment of the claims. At the same time, and after a careful consideration of the subject, it was recommended that Congress be asked to provide a special force to carry on the work; also, that a limitation to the presentation of claims be fixed by Congress. This was not done, and therefore these recommendations are renewed in another part of this report. The period covered by the act of March 3, 1883, is from July 1, 1864, to June 30, 1874, although, under the biennial system of adjustments, actual benefits which may accrue to postmasters under the act date from July 1, 1866.

I have had prepared from the records of the Department the following tabulated statement of the aggregate compensation paid to postmasters; the number of offices in operation; the number of Presidential offices, and offices of the first and second classes; and offices of the third, fourth, and fifth classes coming under the said act, for each of the fiscal years from 1864 to 1874, inclusive, viz:

Statement showing aggregate compensation of postmasters, total number of post-offices, number of Presidential post-offices, post-offices of the first and second classes, and post-offices of the third, fourth, and fifth classes, coming within the scope of the act of March 3, 1883, for each fiscal year from June 30, 1864, to June 30, 1874.

For fiscal year ended June 30—	Aggregate com- pen- sation of postmasters.	Number of post- offices in opera- tion.	Number of Presi- dential post-of- fices.	Number of post- offices of first and second classes.	Number of post- offices of third, fourth, and fifth classes.
1864 .....	\$3, 174, 325 68	28, 878	705	261	28, 617
1865 .....	3, 383, 381 77	28, 882	712	249	28, 633
1866 .....	3, 454, 077 44	23, 828	709	274	23, 554
1867 .....	4, 033, 728 17	25, 163	837	274	24, 889
1868 .....	4, 255, 310 98	26, 481	849	400	26, 081
1869 .....	4, 546, 958 43	27, 100	980	400	26, 700
1870 .....	4, 673, 466 79	28, 492	1, 093	522	27, 970
1871 .....	5, 028, 381 85	30, 045	1, 172	522	29, 523
1872 .....	5, 121, 665 20	31, 863	1, 200	560	31, 303
1873 .....	5, 725, 468 12	33, 244	1, 303	560	32, 684
1874 .....	5, 818, 472 17	34, 294	1, 408	.....	.....
Total .....	49, 215, 836 60	318, 270	11, 028	4, 022	279, 954

An examination of this table will show that the number of first and second class post-offices, for the period named, form but a very small portion of the total number of post-offices in operation.

As soon as possible after the assignment of the work various circular letters of instruction were prepared and distributed to claimants throughout the country. The work of review was pushed as rapidly as possible, and by the close of the fiscal year June 30, 1884, the first schedule of claims from the States and Territories of Alabama, Indiana, Iowa, Connecticut, Arizona, Dakota, Florida, and Colorado had been completed, and the amounts, as found due, certified to the Auditor of the Treasury for the Post-Office Department. The aggregate amount involved in the schedules named was \$45,213.80, and an appropriation for the payment of these claims was made by Congress in "an act mak-

ing appropriations to supply deficiencies in the appropriations for the fiscal year ending June 30, 1884," approved July 7, 1884.

Since that date the first schedules of claims from the States and Territories of Kansas, Arkansas, Georgia, California, Delaware, Illinois, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, and Mississippi have been completed, and the amounts found due certified to the Auditor of the Treasury for the Post-Office Department. The aggregate additional amount found due to the present time is \$158,447.73, making a total sum, excluding the amount already appropriated by Congress, of \$113,233.93 unprovided for at this time.

The present results of the work are shown in the following tabulated statement, viz:

*Statement showing the present condition of the adjustment of postmasters' salaries under the act of March 3, 1883.*

Date of schedule.	State.	No. of schedule.	Total number of cases received.	Number allowed to date.	Aggregate amount heretofore allowed postmasters.	Aggregate amount allowed under act March 3, 1883.
1884.						
May 14	Alabama.....	1	88	38	\$10,880 00	\$3,586 42
June 9	Indiana.....	1	565	222	64,035 79	17,246 26
11	Iowa.....	1	713	175	58,905 42	15,117 81
16	Connecticut.....	1	261	69	31,528 79	6,187 54
24	Arizona.....	1	3	1	495 00	103 54
24	Dakota.....	1	22	1	402 50	51 85
24	Florida.....	1	57	10	8,709 04	2,702 86
25	Colorado.....	1	56	6	660 83	217 52
July 2	Kansas.....	1	178	69	13,251 53	3,509 34
2	Arkansas.....	1	26	13	3,865 11	1,592 94
5	Georgia.....	1	76	24	7,853 52	2,280 40
Aug. 30	California.....	1	156	81	13,949 29	3,964 39
30	Delaware.....	1	32	6	730 06	622 64
30	Illinois.....	1	1,722	546	164,677 33	39,834 34
30	Kentucky.....	1	215	70	19,482 30	5,864 11
30	Louisiana.....	1	75	15	7,001 56	1,947 86
30	Maine.....	1	497	146	30,190 73	7,895 10
30	Maryland.....	1	212	61	21,135 95	12,539 23
Sept. 8	Massachusetts.....	1	466	111	62,521 77	13,474 80
25	Michigan.....	1	753	224	46,180 42	11,106 27
Oct. 1	Minnesota.....	1	499	139	20,515 13	5,602 78
3	Mississippi.....	1	100	26	10,778 96	2,998 73
	Total.....	22	6,772	2,005	597,751 3	158,447 73

#### LEGISLATION RECOMMENDED.

##### LEASES.

Although the work relating to the leasing of buildings and premises for postal purposes was transferred to the law clerk of the Post-Office Department from April 1, 1884, the leasing operations were under the supervision of this office during the past fiscal year for the three quarters ended March 31, 1884, and I therefore deem it my duty to reaffirm the opinion expressed in the report for the fiscal year ended June 30, 1883, that it is the duty of the Government to furnish roomy and well-arranged post-offices for the transaction of postal business.

The Department has been greatly embarrassed for the want of a well-defined law upon this subject.

The recommendation of this office last year that the Department should have ample discretionary power in the matter of leasing buildings for post-offices was cordially approved by the Postmaster-General and favorably considered by both the Senate and House committees; and the bill authorizing the Postmaster-General to make leases for not



exceeding ten years was passed by the Senate under date of March 5, 1884, but failed in the House on account of the crowded condition of legislation towards the close of the session. I would therefore suggest that the recommendation made last year, that the Postmaster-General be authorized to lease buildings and premises for postal purposes, be renewed at the coming session of Congress.

#### BUILDINGS FOR POST-OFFICES.

I suggest that the attention of Congress be invited to the subject of erecting buildings for post-offices in all cities of twenty thousand inhabitants and upwards where Government buildings are not now built. Such a policy would greatly improve the service, especially in the communities directly benefited, and would be a measure in the interest of practical economy.

Should this matter receive the attention of Congress, this office will cheerfully furnish any information relative to the matter which may be required.

#### OFFICE RENT, FUEL AND LIGHT, STATIONERY, MISCELLANEOUS AND INCIDENTAL ITEMS AT THIRD-CLASS OFFICES.

The recommendation made last year, that the Government should pay the office rent at offices of the third class, received the earnest support of the Postmaster-General, and also the favorable consideration of the committees of the Senate and House; but the bill failed to become a law. I renew the recommendation; and from further consideration of the duties and responsibilities of postmasters at offices of the third class, and the rights of the public, I am of the opinion that provision should be made not only for paying the office rent, but also for the payment of the expenses for fuel and light, stationery, and miscellaneous items.

These postmasters are now compelled to pay the expenses of rent, fuel and light, stationery, and miscellaneous items, and, in many cases, a part of the clerk hire.

As was stated last year, it is a hardship to compel these postmasters to pay these expenses from their not over-generous salaries or from private funds. I therefore recommend that Congress be asked to make provisions for paying the rent, fuel and light, stationery, and miscellaneous expenses at offices of the third class. This office will furnish a list of these offices, with estimates of the amount required to pay expenses, as suggested, at any time.

#### MONEY-ORDER CLERK HIRE.

The act of Congress approved March 3, 1883, prohibiting clerks employed on money-order work in post-offices from engaging in any other postal duties is still causing considerable trouble and annoyance to this office. The recommendation submitted last year, that the allowance for clerk hire, as made by this office, should cover the entire cost of clerical labor required at any and all points, received the favorable consideration of the committees of the Senate and House; but the bill as reported failed to become a law. I therefore recommend that this matter be again brought to the attention of Congress.

#### LIMITATION OF APPLICATIONS FOR REVIEW OF SALARIES OF POSTMASTERS.

In the special report of this office, dated April 3, 1884, relative to the work of reviewing the salaries of postmasters of the third, fourth, and fifth classes, under the act of March 3, 1883, as construed by the honorable the Attorney-General of the United States, it was sug-

gested that the attention of Congress be invited to the subject of fixing a limit to the presentation of claims of this character. This was not done; and I therefore renew the recommendation, and would suggest that some date in the near future—say January 1, 1886—be fixed as a limitation for the presentation of applications under the said act.

Under existing law claims for a review of salary can be filed at any time; and, unless some limitation is placed upon filing claims, it will be readily observed that there will be, practically, no end to the work of reviewing the said salaries, which matter has already occupied more or less of the attention of this office for some years.

I also desire to recommend, in connection with the above-mentioned work, that the estimate, which has been made in the usual way, for a temporary force of ten clerks for this service, to be employed in the Salary and Allowance Division for one year, shall, if approved and authorized by Congress, be made to take effect from the passage of the act in which the employment of these clerks shall be provided for.

#### OFFICE FURNITURE.

As stated in the report of last year, bids for safes, under date of August 18, 1882, and December 15, 1882, were accepted by the clerk in charge of the Salary and Allowance Division during that year for the following offices and at the prices named:

##### *August 18, 1882.*

Watertown, New York .....	\$290
Elgin, Illinois .....	290
Durango, Colorado .....	480
Adrian, Michigan .....	280
Newburgh, New York .....	285
Monmouth, Illinois .....	290
Ithaca, New York .....	285
San Diego, California .....	395
El Paso, Texas .....	450

##### *December 15, 1882.*

Streator, Illinois .....	299
Westfield, Massachusetts .....	299
Richmond, Indiana .....	290
Lewiston, Maine .....	303
Salem, Massachusetts .....	298
Kansas City, Missouri .....	321
Hornellsville, New York .....	289
Canton, Ohio .....	287
Altoona, Pennsylvania .....	291

Total ..... 5,722

The vouchers covering the cost of these safes, submitted by the postmasters with their quarterly returns to the Auditor of the Treasury for the Post-Office Department, were disallowed on account of the exhausted appropriation applicable for the purpose.

This matter was brought to the attention of Congress at its last session, but provision for the payment of the safes was not made.

I therefore recommend that the attention of Congress be again invited to this matter, and repeat that these safes were furnished in good faith at very reasonable prices, and in most cases postmasters anticipated their payment by the Department by paying the bills as presented from their own funds.

The interests of this Bureau are so many and so various that their satisfactory administration is always more or less difficult and embarrassing. These interests are not only coextensive with the country, but they intimately concern, so far as the management of post offices

is concerned, every citizen of the land. So far as I have had authority to direct the administration of these affairs, it has always been my object to do so with justice and fidelity.

Very respectfully,

JAMES H. MARR,  
*Acting First Assistant Postmaster-General.*

Hon. FRANK HATTON,  
*Postmaster-General.*

6981 P M G—6



TABLE B.—Statement showing the number of Presidential post-offices in each State and Territory June 30, 1883, and June 30, 1884, with increase and decrease; also, the number of post-offices of each class, together with the number of money-order post-offices and stations, by States and Territories, June 30, 1884.

States and Territories.	Number of Presidential post-offices June 30, 1883.	Number of Presidential post-offices June 30, 1884.	Increase.	Decrease.	Number of post-offices of the first class.	Number of post-offices of the second class.	Number of post-offices of the third class.	Number of post-offices of the fourth class.	Number of money-order post-offices June 30, 1884.	Number of money-order post-office stations.
Alabama	20	22	2		1	3	18	1,357	32	
Alaska								8		
Arizona	5	6	1			1	5	121	10	
Arkansas	15	18	3			4	14	1,077	91	
California	57	56		1	4	3	49	938	100	4
Colorado	28	33		5	1	4	28	472	75	
Connecticut	53	55	2		3	13	39	469	67	
Dakota	20	41				6	35	795	66	
Delaware	7	7			1		6	116	15	
District of Columbia	1	1			1			5	1	3
Florida	13	14	1			2	12	502	38	
Georgia	28	29	1		2	4	23	1,311	99	
Idaho	2	4	2				4	166	19	
Illinois	186	189	3		5	25	159	1,977	538	8
Indiana	87	98	6		1	16	76	1,756	273	
Indian Territory								139	6	
Iowa	120	132	12		3	16	111	1,497	448	
Kansas	79	89	10		1	13	75	1,517	278	1
Kentucky	34	39	5		1	7	31	1,616	102	
Louisiana	14	12		2	1	1	10	585	57	
Maine	31	37	6		2	7	28	967	109	
Maryland	20	19		1	1	4	14	812	59	
Massachusetts	116	117	1		5	25	86	663	170	15
Michigan	105	115	10		2	23	90	1,499	314	
Minnesota	61	61			2	8	41	1,043	165	
Mississippi	23	23	1			4	19	840	91	
Missouri	68	78	12		3	5	71	1,892	263	3
Montana	9	12	3			2	10	195	25	
Nebraska	39	49	10		1	6	42	1,111	148	
Nevada	11	9		2		1	8	111	11	
New Hampshire	30	32	2			6	26	468	74	
New Jersey	68	62	4		4	16	42	684	11	4
New Mexico	6	7	1			3	4	165	19	
New York	297	221	14		10	45	111	2,904	436	16
North Carolina	18	24	6			3	21	1,784	99	
Ohio	184	186	2		6	39	91	2,573	420	4
Oregon	13	13	1		1	1	11	435	54	
Pennsylvania	154	160	12		5	36	125	3,872	811	9
Rhode Island					1	4	6	114	19	
South Carolina					1	2	16	776	49	
Tennessee					2	3	22	1,785	106	
Texas					4	9	64	1,530	214	
Utah					1	1	3	234	17	
Vermont						6	20	434	89	
Virginia					2	6	23	1,853	100	
Washington						2	9	320	22	
West Virginia					1	2	14	1,101	57	
Wisconsin					1	15	68	1,375	241	2
Wyoming						1	3	94	10	
Total					81	404	1,838	47,694	5,242	71

**TABLE C.—Total operations of the appointment division of the office of the First Assistant Postmaster-General for the year ended June 30, 1884; also statement of the number of post-offices in each State and Territory June 30, 1883, and June 30, 1884, with increase or decrease.**

States and Territories.	Post-offices.			Postmasters.			Total number of cases.	Whole number of post-offices June 30, 1883.	Whole number of post-offices June 30, 1884.	Increase.	Decrease.
	Established.	Discontinued.	Names and sites changed.	Resigned and commissions expired.	Removed and suspended.	Deceased.					
Alabama .....	115	55	22	217	13	19	441	1,322	1,382	60	.....
Alaska .....				2			2	6	6		.....
Arizona .....	25	15	4	38	2	2	86	125	135	10	.....
Arkansas .....	146	69	30	237	12	18	512	1,024	1,101	77	.....
California .....	45	30	17	152	5	13	262	972	987	15	.....
Colorado .....	53	34	22	172	11	1	293	487	506	19	.....
Connecticut .....	7	2	2	50		4	65	459	464	5	.....
Dakota .....	183	55	57	178	23	6	502	709	837	128	.....
Delaware .....	5	1		9	1	2	18	119	123	4	.....
District of Columbia .....				1		1	2	6	6		.....
Florida .....	99	22	8	85	10	7	231	440	517	77	.....
Georgia .....	101	46	35	221	14	14	431	1,288	1,343	55	.....
Idaho .....	34	7	8	27	5		81	142	169	27	.....
Illinois .....	80	25	23	339	22	18	507	2,112	2,167	55	.....
Indiana .....	88	26	18	258	27	20	437	1,787	1,849	62	.....
Indian Territory .....	26	10	6	38		1	81	122	138	16	.....
Iowa .....	94	41	26	321	20	14	516	1,566	1,619	53	.....
Kansas .....	95	58	81	353	14	6	607	1,566	1,603	37	.....
Kentucky .....	121	54	21	327	20	12	555	1,593	1,660	67	.....
Louisiana .....	64	17	3	92	9	6	191	528	575	47	.....
Maine .....	24	7	4	90	5	14	144	974	991	17	.....
Maryland .....	44	10	11	74	7	10	156	798	832	34	.....
Massachusetts .....	14	4	4	56	2	12	92	771	781	10	.....
Michigan .....	109	30	19	254	13	11	436	1,526	1,605	79	.....
Minnesota .....	79	36	23	148	16	7	309	1,052	1,095	43	.....
Mississippi .....	88	36	17	128	8	16	293	810	862	52	.....
Missouri .....	122	66	49	392	17	19	665	1,912	1,968	56	.....
Montana .....	30	23	6	41	4		104	199	206	7	.....
Nebraska .....	113	60	56	166	13	2	410	875	928	53	.....
Nevada .....	13	8	2	35	2		60	139	144	5	.....
New Hampshire .....	10		3	48	7	7	75	490	500	10	.....
New Jersey .....	26	3	14	53	2	12	110	723	746	23	.....
New Mexico .....	12	13	2	46	2	1	76	173	172		1
New York .....	57	17	20	246	27	35	302	3,082	3,122	40	.....
North Carolina .....	170	44	37	216	18	20	505	1,685	1,811	126	.....
Ohio .....	116	29	20	368	23	27	581	2,620	2,707	87	.....
Oregon .....	50	11	17	81	5	6	170	407	446	39	.....
Pennsylvania .....	153	29	41	332	17	29	601	3,716	3,840	124	.....
Rhode Island .....	3	1		13		2	19	122	124	2	.....
South Carolina .....	56	33	16	104	17	9	235	770	793	23	.....
Tennessee .....	134	34	27	244	19	17	475	1,715	1,815	100	.....
Texas .....	213	57	40	360	20	21	711	1,448	1,604	156	.....
Utah .....	17	3	1	34	3		58	225	239	14	.....
Vermont .....	5		1	29	5	4	44	505	510	5	.....
Virginia .....	143	64	41	207	30	11	496	1,903	1,982	79	.....
Washington .....	49	14	11	50	4	4	132	296	331	35	.....
West Virginia .....	107	28	16	130	3	6	390	1,039	1,118	79	.....
Wisconsin .....	61	22	28	183	12	11	317	1,422	1,461	39	.....
Wyoming .....	15	11	3	22	4		55	93	97	4	.....
<b>Total .....</b>	<b>3,414</b>	<b>1,260</b>	<b>912</b>	<b>7,265</b>	<b>513</b>	<b>477</b>	<b>13,841</b>	<b>47,863</b>	<b>50,017</b>	<b>2,155</b>	<b>1</b>

TABLE D.—General statement of the business transacted in the division of Post-Office Supplies for the fiscal year ended June 30, 1884.

TOTAL AMOUNT OF SUPPLIES FURNISHED FOR THE YEAR 1883-'84.

Date.	Stamps.								
	No. 1.	No. 1.	No. 2.	Name.	Cancels.	Steel type.	Octagon.	Received.	New York style.
First quarter.....	204	Hours. 41	463	.....	3,000	2,710	24	82	19
Second quarter.....	202	34	864	64	3,000	7,815	76	.....	.....
Third quarter.....	481	169	228	118	.....	3,805	142	105	.....
Fourth quarter.....	1,143	127	4,216	128	2,500	8,365	690	221	61
Total.....	2,030	371	5,771	310	8,500	17,695	932	358	80

Date.	Twine.			Balances.					Wrapping paper.	
	Cotton.	Hemp.	Jute.	8-ounce.	4-pound.	62-pound.	240-pound.	600-pound.	20 by 25.	26 by 40.
First quarter.....	Pounds. 18,790	Pounds. 33,269	Pounds. 140,716	904	69	7	3	3	Reams. 5,166	Reams. 112
Second quarter.....	11,295	44,731	155,836	792	71	5	5	2	3,477	117
Third quarter.....	14,905	48,241	182,044	1,280	81	6	11	3	2,523	120
Fourth quarter.....	81,306	82,057	68,121	1,122	69	8	2	4	3,050	104
Total.....	126,296	158,298	566,717	4,098	290	26	21	12	14,216	453

Statement of the different sums appropriated and expended for supplies on account of division of Post-Office Supplies, Post-Office Department, during the fiscal year ending June 30, 1884.

Fiscal year 1883-'84.	Appropriation.	Expenditure.	Balance.
Wrapping-paper .....	\$25,000	\$24,988 18	\$11 82
Cotton twine .....	} 63,000	62,998 41	1 59
Hemp twine.....			
Jute twine .....			
Letter-balances, &c .....			
Marking-stamps, &c .....	20,000	19,998 35	1 65
	20,000	10,670 82	9,329 68



E.—Statement showing the number of carriers in service June 30, 1884, the amount of mail postage on local matter, during the

Post-office.	Carriers in service June 30, 1884.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Akron, Ohio	6	690,257	231,472	54,565	30,564	2,842	667,334
Albany, N. Y.	32	3,725,718	658,055	458,437	384,224	13,727	1,884,008
Allegheny, Pa.	17	1,654,318	261,661	299,730	185,850	10,178	1,265,846
Allentown, Pa.	6	428,930	126,436	38,388	11,214	2,118	311,151
Altama, Pa.	6	341,860	92,872	32,679	9,333	1,054	313,052
Atchison, Kans.	6	455,510	132,018	35,222	25,808	2,656	280,527
Atlanta, Ga.	15	2,792,218	681,550	281,359	385,063	22,444	2,024,758
Auburn, N. Y.	8	893,141	223,622	116,147	44,616	3,770	628,530
Augusta, Ga.	8	273,908	321,033	73,685	56,156	7,134	543,027
Augusta, Me.	4	579,595	121,471	21,101	11,371	17,480	171,505
Austin, Tex.	4	263,878	59,613	10,040	10,481	1,720	221,745
Baltimore, Md.	113	9,021,393	2,378,808	2,015,510	1,941,868	67,666	5,244,303
Bangor, Me.	5	397,226	86,038	35,750	23,115	2,980	260,429
Bay City, Mich.	6	444,793	106,104	66,418	43,208	3,089	365,452
Binghamton, N. Y.	7	622,971	175,233	74,466	37,253	2,761	431,394
Bloomington, Ill.	7	714,083	203,352	56,115	60,659	6,955	664,862
Boston, Mass.	258	20,350,959	5,606,811	10,378,817	5,193,811	106,914	13,481,082
Bridgeport, Conn.	10	624,869	152,786	103,911	51,267	2,775	489,707
Brooklyn, N. Y.	141	10,287,364	2,550,452	4,014,791	2,512,259	68,602	7,046,216
Buffalo, N. Y.	43	7,326,859	1,247,840	1,424,974	1,128,030	67,872	5,020,547
Burlington, Iowa	7	1,252,087	209,428	157,077	184,738	8,755	957,630
Burlington, Vt.	5	613,142	141,122	64,438	21,240	4,742	392,068
Camden, N. J.	10	770,466	254,682	102,615	117,616	4,646	629,224
Canton, Ohio	5	525,130	171,848	48,369	20,498	3,183	474,492
Cedar Rapids, Iowa	4	246,211	66,849	24,609	12,062	1,116	270,104
Charleston, S. C.	11	1,082,184	238,059	123,315	147,228	14,530	560,071
Chattanooga, Tenn.	5	260,711	57,594	37,992	15,297	6,421	170,019
Chicago, Ill.	277	44,446,292	9,641,918	10,106,889	7,152,810	352,799	14,865,011
Cincinnati, Ohio	108	10,682,790	2,124,360	2,496,600	1,927,700	69,962	5,335,230
Cleveland, Ohio	52	7,197,665	1,703,639	1,278,521	752,189	70,331	4,620,799
Columbus, Ohio	18	2,514,426	654,592	207,900	154,069	13,944	1,697,207
Concord, N. H.	5	57,003	168,604	32,747	26,167	3,806	397,425
Council Bluffs, Iowa	5	87,27	107,094	26,515	8,716	5,618	260,462
Covington, Ky.	6	47,01	130,961	30,304	30,374	3,070	368,322
Dallas, Tex.	6	1,06,47	165,789	68,577	75,315	4,995	538,677
Davenport, Iowa	9	1,27,96	282,261	65,745	63,773	5,714	766,472
Dayton, Ohio	15	1,66,39	562,373	245,023	164,266	13,791	1,244,712
Denver, Colo.	20	2,76,43	890,198	430,844	281,995	9,612	1,910,491
Des Moines, Iowa	12	1,66,99	520,697	178,418	133,869	14,011	1,074,547
Detroit, Mich.	44	7,47,78	1,894,108	1,335,317	788,073	59,246	3,412,570
Dubuque, Iowa	7	72,45	221,211	69,898	62,985	7,489	624,454
Eaton, Pa.	7	74,26	189,262	63,786	40,926	2,928	480,848
East Saginaw, Mich.	6	63,98	163,722	63,485	25,026	4,998	554,954
Elizabeth, N. J.	7	61,05	210,920	123,496	80,396	3,437	821,995
Elmira, N. Y.	8	1,36,98	872,494	117,088	68,073	8,838	654,269
Erie, Pa.	10	1,91,00	281,012	198,681	180,872	2,239	1,262,277
Evansville, Ind.	10	1,11,07	346,160	61,751	67,427	10,456	683,456
Fall River, Mass.	9	76,19	98,394	61,506	56,148	1,726	610,681
Fort Wayne, Ind.	9	63,56	232,310	92,904	61,613	7,663	625,468
Galesburgh, Ill.	5	41,03	101,006	22,884	20,019	5,405	315,424
Galveston, Tex.	9	1,24,63	190,562	65,895	40,675	12,623	556,484
Gloucester, Mass.	4	28,72	42,487	15,645	11,302	650	154,650
Grand Rapids, Mich.	14	2,29,44	576,095	428,632	236,197	16,345	1,793,168
Hannibal, Mo.	5	36,59	102,522	38,752	20,847	3,065	364,765
Harrisburg, Pa.	9	65,34	189,600	55,934	48,249	3,360	722,949
Hartford, Conn.	19	1,01,18	217,748	236,403	141,653	8,839	904,839
Haverhill, Mass.	6	64,97	180,893	43,875	30,595	1,630	617,067
Hoboken, N. J.	6	48,36	120,683	35,614	58,863	8,814	219,451
Holyoke, Mass.	6	36,60	77,590	60,125	12,232	1,549	328,848
Houston, Tex.	7	79,70	186,213	84,351	51,426	6,385	563,324
Indianapolis, Ind.	38	4,66,34	1,010,911	558,638	497,632	36,311	2,557,751
Jackson, Mich.	6	77,82	224,004	55,075	39,908	3,009	724,484
Jacksonville, Fla.	5	26,00	60,462	14,812	8,536	11,161	113,338
Jersey City, N. J.	29	1,914,498	456,418	305,265	297,074	8,546	1,252,430
Kalamazoo, Mich.	5	570,266	205,186	31,024	24,588	3,605	411,706
Kansas City, Mo.	27	5,168,570	1,435,608	670,679	348,211	47,712	3,160,406
Keokuk, Iowa	6	689,491	189,308	77,416	47,157	5,406	858,457
Knoxville, Tenn.	6	402,432	141,676	29,275	12,245	6,330	258,564
La Fayette, Ind.	6	516,837	169,616	45,060	24,180	3,353	497,833
Lancaster, Pa.	7	789,614	199,162	59,667	49,764	2,897	458,166

delivered and collected, the number of pieces handled, the cost of service, and the amount of fiscal year ending June 30, 1884.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
Letters.	Postal cards.	Newspapers, &c.	Aggregate.	Per carrier.	Aggregate.	Per piece (mills).	Per carrier.		
557,724	199,399	180,300	2,610,457	435,076	\$5,292 24	2.0	\$882 04	\$2,055 67	
2,338,912	675,314	290,215	10,429,510	325,922	29,565 35	2.8	923 91	14,806 95	
1,076,113	318,613	168,298	5,340,607	314,153	15,043 25	2.8	884 90	8,898 17	
326,279	150,659	56,942	1,452,117	242,019	4,798 00	3.3	799 07	1,198 93	
196,142	50,700	13,157	1,051,449	175,241	4,343 88	4.1	723 98	1,224 35	
327,383	106,290	58,140	1,423,554	237,259	4,994 26	3.5	832 38	961 98	
2,057,325	506,633	179,946	8,881,291	592,086	12,382 55	1.4	825 50	12,092 17	
628,553	175,957	83,883	2,798,119	349,765	6,816 30	2.4	852 04	2,952 85	
899,890	142,302	47,761	2,465,256	308,157	6,615 58	2.7	826 95	2,237 41	
427,897	104,228	33,857	1,488,485	372,121	3,433 67	2.3	858 42	1,122 77	
162,526	39,841	20,447	789,791	197,448	3,135 70	4.0	783 92	1,146 78	
16,786,169	4,925,242	1,102,635	43,383,589	383,926	105,671 46	2.4	935 15	79,187 96	
499,783	151,362	41,187	1,497,870	299,574	3,948 03	2.6	789 61	1,097 65	
227,713	66,257	34,898	1,357,932	226,322	4,575 95	3.4	762 66	2,873 02	
350,503	107,182	125,234	1,926,997	275,285	4,769 80	2.5	681 40	3,845 68	
422,187	219,290	277,675	2,631,178	375,883	5,062 23	1.1	723 18	2,294 27	
34,206,784	9,107,570	3,884,592	102,317,420	396,579	249,072 54	2.4	965 40	378,661 43	
416,519	117,615	44,268	2,003,712	200,371	8,127 39	4.0	812 74	4,607 84	
9,222,806	3,612,185	1,325,083	40,639,838	288,226	132,450 64	3.2	939 37	241,626 90	
5,188,092	1,941,032	585,348	23,920,594	556,293	39,956 23	1.7	929 21	49,500 30	
980,296	301,399	180,003	4,187,411	598,201	5,531 84	1.3	790 26	4,631 60	
457,845	114,501	123,042	1,932,160	386,432	4,260 50	2.2	852 10	2,066 28	
490,045	191,905	66,526	2,627,925	262,792	7,479 24	2.9	747 92	3,500 70	
465,800	144,523	272,473	2,121,106	424,221	4,252 00	2.0	850 40	1,574 88	
165,230	57,418	11,788	859,417	214,854	3,095 43	3.6	773 86	2,066 68	
955,113	369,766	107,201	3,648,365	331,669	9,226 83	2.5	838 80	5,228 42	
183,774	55,247	16,920	803,954	160,791	3,002 57	3.7	600 51	3,117 48	
46,702,034	18,715,635	10,676,447	162,561,805	586,866	251,044 30	1.5	906 29	403,139 50	Sept. 1, 1883
6,872,650	2,479,050	1,791,710	33,780,052	312,778	100,647 25	3.0	931 92	76,262 01	
5,154,132	1,736,525	656,647	23,165,448	445,489	45,899 79	2.0	882 40	63,009 09	
1,458,523	568,281	179,829	7,448,831	413,824	15,060 17	2.0	836 67	8,754 38	
370,966	138,919	75,714	1,774,951	350,990	4,266 73	2.4	853 35	1,452 00	
277,384	96,991	24,101	1,184,604	236,922	4,309 74	3.6	861 95	1,824 29	
400,449	112,573	89,431	1,643,805	273,968	4,677 17	2.8	779 53	1,118 80	
720,280	166,159	68,787	2,863,026	477,171	5,201 40	1.8	866 90	3,526 98	
546,538	197,256	54,683	3,239,458	359,939	7,666 65	2.3	851 85	2,133 74	
1,312,911	541,272	507,142	6,440,498	429,348	12,785 12	2.0	852 34	7,253 76	
1,844,416	319,619	238,787	8,189,505	409,475	15,007 24	1.8	750 36	16,387 35	
879,810	390,584	126,221	5,003,039	416,920	10,070 33	2.0	839 19	6,543 41	
2,448,121	1,022,693	324,600	19,669,706	447,039	39,427 83	2.0	893 81	35,278 37	
748,596	259,116	99,999	2,818,131	402,590	6,360 75	2.2	908 68	2,185 65	
506,201	174,496	35,124	2,242,187	320,312	6,200 29	2.8	885 61	1,863 91	
438,007	156,081	58,867	2,123,038	353,839	4,601 55	2.1	766 92	2,575 23	
567,749	188,636	144,006	2,964,936	423,561	6,113 55	2.0	873 86	3,586 54	
482,934	187,960	118,529	3,374,281	421,785	6,443 71	1.9	805 46	3,511 99	
805,623	225,670	83,509	4,955,363	495,538	8,167 93	1.6	816 79	7,530 91	
1,609,505	352,998	93,465	4,031,019	403,102	8,136 24	2.0	813 62	2,094 00	
337,252	82,259	48,577	2,048,353	227,594	7,669 96	3.7	852 22	3,377 18	
457,859	178,897	78,018	2,573,788	285,976	7,561 54	2.9	840 17	3,335 41	
283,954	138,422	32,323	1,349,140	269,828	3,485 03	2.6	697 01	1,128 67	
977,121	279,305	141,555	3,513,583	390,398	7,276 43	2.1	808 49	3,473 51	
128,853	37,992	86,542	687,943	171,986	2,983 46	4.3	745 86	1,158 79	
2,171,260	638,905	254,786	8,415,132	601,081	11,591 88	1.4	827 99	12,170 81	
248,830	77,637	52,558	1,269,425	253,885	3,554 17	2.8	710 83	2,007 62	
366,004	149,533	37,746	2,225,409	247,268	7,334 78	3.3	814 98	3,595 20	
624,892	183,081	65,279	3,396,147	178,744	14,492 04	4.2	762 74	13,828 82	
384,068	87,347	48,026	2,042,898	340,483	4,994 56	2.4	832 43	2,259 00	
221,738	112,022	13,698	1,283,719	213,953	4,878 75	3.8	813 12	1,360 00	
296,125	46,677	53,626	1,229,022	204,837	4,801 59	3.9	800 26	3,146 31	
555,066	165,889	45,719	2,464,153	352,022	6,266 97	2.5	895 28	2,687 54	
2,568,414	927,171	306,660	13,133,012	397,979	32,502 31	2.4	984 92	16,213 09	
425,140	156,616	60,983	2,466,481	411,080	5,311 94	2.1	885 32	1,716 88	
377,498	79,734	57,419	1,011,860	202,372	3,380 35	3.3	676 07	1,403 03	
1,379,008	466,374	245,933	6,325,546	218,122	27,401 64	4.3	944 88	9,895 42	
286,753	113,947	115,793	1,762,868	352,574	3,943 47	2.2	788 69	1,114 71	
2,400,735	934,782	600,698	14,728,401	545,496	22,257 29	1.5	824 34	17,127 37	
469,100	180,473	41,614	2,058,422	343,070	4,156 27	2.0	692 71	2,508 14	
400,865	105,684	24,118	1,381,189	230,198	4,135 40	3.0	689 23	1,234 26	
832,479	125,028	50,710	1,765,096	294,188	4,887 50	2.8	811 58	1,536 84	
235,541	84,845	57,627	1,928,472	275,496	5,977 40	3.1	853 91	1,895 86	

E.—Statement showing the number of carriers in service June 30, 1884, the amount

Post-offices.	Carriers in service June 30, 1884.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Lansing, Mich.....	4	306, 284	91, 815	18, 216	10, 655	1, 215	236, 789
Lawrence, Mass.....	9	941, 698	129, 601	111, 462	115, 954	1, 725	884, 924
Leadville, Colo.....	4	510, 564	47, 384	28, 291	17, 571	344	271, 040
Leavenworth, Kans....	7	689, 730	148, 690	36, 232	43, 432	3, 071	552, 473
Lewiston, Me.....	5	301, 106	80, 859	10, 414	15, 922	1, 777	240, 012
Lexington, Ky.....	6	465, 195	160, 457	27, 607	20, 620	1, 821	322, 513
Lincoln, Nebr.....	6	469, 205	104, 373	46, 528	30, 344	2, 526	234, 294
Little Rock, Ark.....	6	675, 733	173, 964	106, 527	103, 363	5, 844	346, 414
Los Angeles, Cal.....	6	321, 238	46, 266	42, 410	15, 839	1, 109	232, 927
Louisville, Ky.....	43	5, 991, 628	1, 424, 834	755, 261	942, 371	66, 067	3, 069, 939
Lowell, Mass.....	14	1, 198, 770	232, 921	176, 097	118, 610	3, 911	804, 453
Lynchburgh, Va.....	6	709, 575	197, 496	35, 992	16, 838	4, 422	200, 196
Lynn, Mass.....	12	1, 109, 299	276, 571	81, 407	113, 459	1, 309	714, 465
Macon, Ga.....	6	637, 128	268, 337	35, 940	30, 800	8, 941	237, 867
Madison, Wis.....	5	389, 823	99, 250	27, 536	8, 956	3, 105	431, 295
Manchester, N. H.....	9	787, 318	177, 877	47, 093	60, 674	3, 293	696, 680
Mansfield, Ohio.....	5	422, 556	144, 940	32, 320	20, 277	2, 513	356, 912
Memphis, Tenn.....	14	1, 762, 676	363, 376	144, 973	136, 935	19, 622	853, 757
Meriden, Conn.....	4	265, 858	47, 720	51, 070	27, 440	1, 168	211, 010
Milwaukee, Wis.....	41	6, 253, 452	1, 186, 717	1, 155, 285	929, 621	41, 712	2, 740, 058
Minneapolis, Minn....	28	2, 638, 794	463, 866	464, 534	285, 829	13, 674	1, 992, 733
Mobile, Ala.....	7	620, 085	188, 205	76, 026	70, 975	5, 122	834, 854
Montgomery, Ala.....	4	171, 896	39, 680	8, 410	5, 742	583	86, 806
Nashville, Tenn.....	16	2, 014, 593	513, 534	179, 684	143, 303	31, 233	1, 463, 664
Newark, N. J.....	33	2, 962, 134	761, 100	687, 566	545, 698	17, 632	1, 798, 419
New Bedford, Mass....	9	993, 099	189, 395	113, 305	61, 085	3, 699	767, 798
New Haven, Conn.....	22	2, 454, 010	394, 751	695, 435	361, 888	13, 253	2, 221, 861
New Orleans, La.....	54	3, 440, 155	576, 472	633, 140	674, 470	40, 586	2, 514, 045
Newport, R. I.....	6	653, 380	106, 401	105, 765	27, 348	1, 706	319, 676
New York, N. Y.....	586	57, 026, 599	15, 603, 153	36, 269, 869	15, 991, 773	641, 832	26, 898, 134
Norfolk, Va.....	8	978, 530	268, 002	82, 265	83, 932	4, 405	478, 747
Oakland, Cal.....	12	1, 202, 782	175, 936	146, 251	170, 717	3, 810	846, 608
Omaha, Nebr.....	14	2, 262, 847	447, 268	324, 821	224, 828	11, 312	2, 190, 544
Oshkosh, Wis.....	6	343, 945	83, 275	30, 065	20, 686	1, 855	344, 227
Oswego, N. Y.....	6	615, 732	139, 410	42, 960	23, 631	2, 549	435, 634
Ottumwa, Iowa.....	4	387, 274	108, 266	28, 721	8, 592	3, 441	219, 941
Paterson, N. J.....	11	781, 998	156, 877	113, 389	86, 445	4, 167	955, 754
Pawtucket, R. I.....	6	308, 416	68, 417	42, 017	20, 858	762	460, 051
Peoria, Ill.....	10	971, 542	269, 801	81, 467	60, 678	5, 342	727, 686
Petersburgh, Va.....	6	622, 723	238, 188	40, 967	48, 014	5, 728	500, 960
Philadelphia, Pa.....	397	31, 245, 866	9, 390, 591	22, 589, 371	10, 162, 554	189, 059	14, 220, 434
Pittsburgh, Pa.....	46	5, 457, 017	1, 871, 112	1, 970, 308	900, 419	27, 614	3, 037, 055
Pittsfield, Mass.....	4	230, 369	55, 476	35, 999	18, 632	804	171, 147
Portland, Me.....	11	957, 027	242, 347	122, 965	113, 341	6, 153	1, 098, 476
Portland, Oreg.....	7	461, 686	48, 417	61, 879	26, 030	3, 568	382, 656
Pottsville, Pa.....	4	366, 024	102, 466	28, 509	15, 558	1, 335	555, 440
Poughkeepsie, N. Y....	7	671, 662	120, 035	70, 900	47, 152	2, 797	567, 921
Providence, R. I.....	36	2, 123, 936	536, 712	654, 548	324, 385	9, 339	1, 717, 811
Quincy, Ill.....	9	1, 172, 151	323, 325	61, 076	96, 072	9, 566	840, 925
Racine, Wis.....	5	519, 847	111, 869	33, 411	18, 569	2, 158	376, 513
Reading, Pa.....	13	974, 819	250, 095	109, 463	96, 152	3, 669	702, 810
Richmond, Ind.....	7	627, 676	203, 460	51, 187	27, 233	3, 232	493, 191
Richmond, Va.....	20	1, 802, 022	513, 614	201, 427	188, 746	20, 974	948, 724
Rochester, N. Y.....	31	4, 785, 216	823, 988	493, 667	512, 995	15, 893	2, 980, 841
Rockford, Ill.....	7	675, 374	221, 169	68, 439	36, 462	6, 235	709, 858
Sacramento, Cal.....	7	427, 394	62, 698	33, 287	36, 455	2, 502	366, 516
Saint Joseph, Mo.....	12	1, 720, 482	503, 947	218, 634	164, 249	13, 398	1, 293, 773
Saint Louis, Mo.....	146	17, 226, 276	3, 905, 646	3, 637, 529	2, 639, 867	183, 473	7, 828, 059
Saint Paul, Minn.....	28	3, 522, 315	696, 190	353, 203	240, 943	39, 045	2, 376, 411
Salem, Mass.....	8	472, 430	137, 826	66, 042	58, 323	1, 341	571, 602
San Antonio, Tex.....	6	562, 755	85, 481	24, 780	20, 185	4, 029	363, 560
Sandusky, Ohio.....	5	298, 800	96, 597	22, 439	15, 902	934	357, 495
San Francisco, Cal.....	80	6, 799, 011	829, 622	3, 165, 601	1, 958, 275	72, 941	4, 555, 597
Savannah, Ga.....	8	869, 030	236, 158	112, 098	81, 778	7, 933	487, 362
Scranton, Pa.....	11	377, 905	73, 104	77, 054	16, 013	2, 045	355, 999
South Bend, Ind.....	6	546, 655	160, 744	32, 811	22, 216	3, 185	445, 456
Springfield, Ill.....	9	973, 070	277, 232	68, 871	48, 188	5, 417	805, 424
Springfield, Mass.....	10	980, 329	242, 168	145, 617	81, 513	3, 366	691, 127
Springfield, Ohio.....	9	1, 043, 815	355, 555	91, 893	51, 121	18, 893	933, 890
Syracuse, N. Y.....	20	3, 319, 245	835, 097	542, 994	348, 670	13, 355	1, 590, 377
Taunton, Mass.....	6	301, 082	66, 703	57, 974	19, 223	926	292, 637

of mail delivered and collected, the number of pieces handled, &c.—Continued.

Letters.	Collected.		Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
	Postal cards.	Newspapers, &c.	Aggregate.	Per carrier.	Aggregate.	Per piece (mills).	Per carrier.		
200,944	83,247	42,536	991,701	247,925	\$3,221 46	3.2	\$205 36	\$1,725 19	Oct. 1, 1898
906,246	162,766	99,203	3,353,579	372,620	7,911 00	2.4	879 00	3,537 68	
129,349	24,243	17,548	1,045,374	261,593	3,613 75	3.4	903 44	941 36	
714,204	157,113	76,740	2,421,775	345,968	5,288 25	2.2	735 46	1,926 27	
204,082	63,255	28,190	945,617	189,123	3,907 95	4.1	781 59	779 03	
278,818	110,687	25,690	1,413,408	235,568	3,976 99	2.8	662 83	2,061 62	
273,207	89,102	27,765	1,277,344	212,891	4,825 35	3.8	804 22	1,932 20	
636,488	265,855	48,512	2,362,700	393,783	5,083 23	2.1	847 20	4,169 52	
290,880	55,125	25,928	1,040,742	173,457	3,113 50	3.0	518 92	2,029 64	
2,841,267	1,572,511	639,021	18,302,890	425,649	41,303 16	2.2	961 93	34,317 07	
757,825	224,238	78,240	3,593,065	256,790	12,082 94	3.4	863 06	6,961 81	
311,686	123,800	28,766	1,628,771	271,462	4,277 88	2.6	712 98	1,218 61	
711,974	237,070	59,163	3,304,717	275,393	10,383 46	3.1	865 29	3,974 08	
635,544	190,828	31,642	2,086,027	347,671	4,800 70	2.3	800 12	1,660 12	
265,419	82,741	38,605	1,346,230	269,246	3,514 06	2.6	702 93	1,015 18	
353,173	104,426	33,827	2,264,361	251,596	7,525 00	3.3	836 11	2,079 02	
312,490	119,689	112,459	1,584,156	316,831	8,658 49	2.3	733 70	1,214 42	
662,789	187,307	87,680	4,219,114	301,365	10,897 67	2.6	778 40	4,454 25	
67,762	23,652	6,814	702,494	175,623	3,292 35	4.7	823 08	3,741 58	
3,781,567	981,488	382,324	17,452,224	425,664	37,467 39	2.1	913 84	37,334 04	
1,835,140	466,009	193,827	8,354,406	298,371	21,700 81	2.6	775 03	18,970 99	July 1, 1898
507,171	166,595	228,973	2,698,006	385,429	5,722 13	2.1	817 45	2,662 79	
219,769	55,762	9,889	598,547	149,614	2,973 95	5.0	743 49	320 99	
1,207,243	380,865	241,836	6,175,955	385,997	13,647 94	2.2	853 00	6,901 00	
2,956,737	805,527	245,103	9,879,916	299,391	31,311 26	3.1	948 83	21,071 31	
630,636	149,221	85,921	2,944,159	327,120	7,939 23	2.7	882 14	3,274 61	
1,464,923	317,695	175,968	8,099,774	368,171	18,519 30	2.3	841 79	27,632 03	
3,992,557	1,252,758	1,148,542	14,272,725	264,310	51,636 63	3.6	956 23	23,332 42	
433,454	68,895	30,872	1,747,497	291,250	5,325 04	3.0	887 51	3,564 37	
99,661,089	27,563,252	15,588,212	295,228,913	503,804	543,748 14	1.8	927 90	1,623,406 81	
842,648	329,681	91,942	3,160,152	395,019	6,515 45	2.0	814 43	4,765 66	
719,402	164,784	124,358	3,554,650	296,221	10,027 79	2.8	835 65	4,873 96	
890,717	393,367	117,977	6,863,681	490,263	11,300 92	1.6	807 21	11,226 03	
151,684	36,296	56,154	1,068,185	178,031	4,832 89	4.5	805 48	1,208 14	
353,521	96,245	45,741	1,755,423	292,570	5,038 41	2.9	839 73	1,216 06	
191,837	81,139	14,825	1,044,036	261,009	2,770 37	2.7	692 59	934 48	
451,898	159,364	87,292	2,797,184	254,289	9,453 76	3.4	859 43	4,409 24	
195,242	55,658	23,313	1,174,764	195,791	4,801 61	4.1	800 27	4,392 11	
771,733	208,863	149,439	3,246,551	324,655	8,737 51	2.7	873 75	2,773 90	
381,849	246,227	50,286	2,134,942	355,824	5,110 95	2.4	851 82	1,448 77	
47,510,212	16,375,590	10,361,465	162,075,162	408,249	385,402 83	2.3	970 79	673,518 47	July 1, 1898
2,840,992	1,389,814	536,829	18,531,160	402,851	43,356 58	2.4	942 53	76,835 57	
129,722	39,377	11,943	693,468	173,367	2,655 25	3.8	663 81	1,833 96	
1,175,675	374,825	198,721	4,289,030	389,912	9,353 06	2.1	850 28	6,299 23	
824,451	114,452	85,318	2,008,457	286,922	6,369 18	3.1	912 74	4,309 21	
199,742	63,640	104,903	1,437,617	359,404	3,423 92	2.4	855 98	971 44	
678,627	161,048	117,490	2,437,627	346,516	5,752 20	2.3	821 74	2,680 06	
2,303,091	672,897	308,253	8,645,972	240,166	35,852 14	4.1	995 89	30,855 64	
472,882	207,821	31,888	3,215,706	357,301	7,349 17	2.3	816 57	2,411 87	
200,855	49,802	15,250	1,328,294	265,659	4,278 97	3.2	855 79	1,040 96	
559,423	246,123	75,968	3,018,522	232,194	10,744 38	3.5	826 49	3,881 27	
409,275	158,949	85,538	2,059,741	294,249	5,277 31	2.5	753 90	2,338 56	
1,303,381	492,131	125,377	5,656,402	282,820	16,020 68	2.8	801 03	6,574 75	
2,534,200	494,397	314,676	13,959,823	450,317	30,946 47	2.2	998 27	18,612 44	
1,154,865	413,363	1,079,083	4,364,850	623,550	5,335 26	1.2	762 18	2,625 35	
333,741	64,817	39,961	1,367,710	195,373	5,578 08	4.1	796 87	2,126 16	
1,115,059	385,385	163,655	5,578,582	464,882	9,936 31	1.8	828 03	6,875 59	
11,570,668	3,275,323	2,920,804	53,196,655	364,361	143,237 71	2.7	981 08	178,244 29	
2,281,996	852,249	366,618	10,728,970	383,177	21,496 38	2.0	767 80	15,556 06	
282,283	95,597	50,585	1,736,029	217,004	6,734 10	3.9	841 76	2,597 96	
413,460	82,491	36,225	1,592,906	205,494	5,114 42	3.2	852 40	2,157 66	
106,640	37,157	17,385	953,349	190,670	3,844 99	4.0	768 99	1,620 88	Nov. 1, 1898
10,870,037	2,047,513	1,631,434	31,990,031	399,875	67,462 87	2.1	843 29	93,723 24	
755,354	269,776	89,468	2,908,957	363,619	6,587 75	2.2	823 44	7,445 94	
361,255	73,627	34,072	1,371,074	124,643	5,338 98	3.0	485 34	5,793 44	
390,222	83,302	98,825	1,783,416	297,236	4,580 30	2.6	763 38	1,134 69	
687,021	234,162	300,452	3,397,837	377,537	7,153 15	2.1	794 79	2,009 37	
489,037	148,668	48,902	2,830,787	283,079	7,466 13	2.6	746 61	6,159 97	
583,093	180,466	329,465	3,598,191	399,799	7,775 00	2.1	863 89	3,393 46	
1,344,209	518,759	195,961	8,708,667	435,433	16,151 57	1.9	807 58	14,874 97	
201,817	5,648	24,916	1,019,986	169,998	5,029 75	4.9	838 29	3,085 81	

## REPORT OF THE POSTMASTER-GENERAL.

**E.—Statement showing the number of carriers in service June 30, 1884, the amount**

Post-offices.	Carriers in service June 30, 1894.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Terra Haute, Ind .....	9	968, 587	348, 283	94, 919	67, 872	8, 186	815, 529
Toledo, Ohio .....	20	2, 621, 846	618, 929	210, 669	179, 052	15, 542	1, 654, 582
Topeka, Kans.....	8	1, 665, 069	451, 532	251, 351	260, 488	7, 427	946, 232
Trenton, N. J .....	10	671, 219	174, 247	98, 883	61, 970	2, 744	543, 227
Troy, N. Y .....	24	2, 574, 892	551, 101	486, 055	282, 920	7, 485	1, 320, 388
Utica, N. Y .....	13	1, 594, 446	377, 391	198, 258	113, 717	7, 858	808, 380
Washington, D. C .....	69	5, 503, 735	1, 082, 555	959, 999	819, 820	32, 577	4, 140, 343
Watertown, N. Y .....	6	574, 696	127, 909	43, 622	14, 952	3, 366	379, 863
Wheeling, W. Va .....	10	917, 755	272, 683	76, 287	66, 346	10, 553	605, 326
Wilkes-Barre, Pa .....	7	421, 843	99, 229	53, 452	28, 193	1, 751	344, 432
Williamsport, Pa .....	6	710, 297	226, 424	109, 401	38, 502	2, 486	512, 872
Wilmington, Del .....	12	1, 121, 896	257, 097	188, 182	124, 868	4, 535	728, 870
Wilmington, N. C .....	6	251, 302	73, 478	31, 594	14, 478	2, 058	469, 461
Worcester, Mass .....	15	1, 232, 992	275, 708	211, 254	194, 325	4, 332	1, 084, 302
Yonkers, N. Y .....	5	281, 370	44, 832	55, 835	14, 764	868	175, 341
York, Pa .....	5	303, 920	90, 776	27, 698	13, 849	1, 716	273, 566
Youngstown, Ohio .....	6	504, 529	148, 435	50, 835	25, 317	2, 323	436, 341
Zanesville, Ohio .....	5	515, 777	156, 679	33, 427	24, 937	4, 109	361, 180
<b>Total .....</b>	<b>3, 890</b>	<b>402, 577, 395</b>	<b>97, 421, 725</b>	<b>121, 853, 932</b>	<b>69, 230, 704</b>	<b>13, 093, 961</b>	<b>231, 645, 185</b>
<b>Amount paid post-office inspectors on free-delivery service .....</b>							
<b>Total .....</b>							

of mail delivered and collected, the number of pieces handled, &c.—Continued.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
Letters.	Postal cards.	Newspapers, &c.	Aggregate.	Per carrier.	Aggregate.	Per piece (mills).	Per carrier.		
684, 071	295, 716	155, 659	8, 448, 822	383, 202	\$6, 884 81	2.0	\$764 92	\$3, 011 97	
1, 866, 585	840, 466	321, 126	8, 328, 797	416, 440	17, 011 11	2.0	850 55	7, 485 08	
970, 832	474, 518	151, 793	5, 179, 842	647, 480	5, 659 68	1.1	707 46	7, 685 90	
570, 402	118, 014	55, 100	2, 295, 806	229, 581	8, 457 40	3.7	845 74	5, 008 94	
1, 866, 498	519, 816	399, 840	8, 017, 995	334, 083	20, 495 57	2.5	853 98	14, 832 83	
1, 266, 149	387, 762	144, 769	4, 898, 730	376, 841	10, 780 11	2.2	829 24	5, 830 07	
4, 110, 422	1, 187, 423	799, 675	18, 636, 549	270, 095	64, 863 97	3.5	940 06	36, 455 33	
366, 135	91, 745	232, 906	1, 835, 194	305, 866	4, 136 40	2.2	689 40	1, 431 56	
832, 289	251, 428	101, 173	3, 183, 840	313, 384	7, 834 59	2.5	783 46	2, 733 67	
315, 732	77, 177	22, 718	1, 364, 527	194, 932	5, 600 00	4.1	800 00	3, 802 64	
583, 096	152, 881	74, 420	2, 410, 379	401, 730	4, 705 92	1 9	784 32	3, 518 29	
587, 590	209, 361	36, 746	3, 259, 145	271, 595	9, 974 37	3.0	831 20	5, 996 34	
199, 752	61, 078	12, 382	1, 115, 583	185, 930	4, 030 00	3.6	671 67	2, 529 71	
638, 805	230, 701	67, 244	3, 939, 663	262, 644	13, 147 38	3.3	876 49	8, 988 00	
140, 321	30, 967	13, 979	758, 277	151, 655	3, 480 93	4.6	696 19	3, 562 99	
163, 299	54, 018	34, 962	963, 804	192, 761	3, 725 27	3.8	745 05	1, 231 52	
289, 984	89, 948	68, 611	1, 616, 323	269, 387	4, 878 23	3.0	813 04	1, 741 80	
323, 203	124, 781	59, 522	1, 603, 615	320, 723	3, 819 96	2.4	763 99	1, 331 14	
414, 198, 891	130, 057, 314	70, 475, 010	1, 540, 554, 117	396, 029	3, 496, 267 29	2.3	898 78	4, 777, 484 87	
					7, 939 23				
					3, 504, 206 52				





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**R E P O R T**  
**OF THE**  
**SECOND ASSISTANT POSTMASTER-GENERAL**  
**FOR**  
**1 8 8 4 .**

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# REPORT

## OF THE

### SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
 OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 15, 1884.*

SIR: The cost of inland transportation on the 30th day of June, 1884, was:

For 11,729 star routes, aggregating 226,779 miles .....	\$5, 089, 941
For 117 steamboat routes, aggregating 15,591 miles.....	596, 573
For 1,573 railroad routes, aggregating 117,160 miles .....	15, 012, 603
	20, 699, 117

Comparison with the last annual statement shows, for the star service, an increase of 402 routes, a decrease of 86 miles, and an increase of \$350,463 in annual cost; for the steamboat service an increase of 2 routes, a decrease of 502 miles and of \$11,048 in annual cost; for the railroad service, an increase of 60 routes, of 6,952 miles, and of \$1,124,803 in annual cost. In this statement no allowance is made for fines and deductions; the amounts actually disbursed appear in the report of the Auditor. The number of contracts drawn in duplicate, during the year ended June 30, 1884, was 5,250.

At the close of the last fiscal year more star service was in operation than indicated by an average for the five years next preceding, and performed at a diminished cost. This will more fully appear by the table following:

	Average for 1879, 1880, 1881, 1882, and 1883.	For year end- ed June 30, 1884.	Increase.	Decrease.
	<i>Miles.</i>	<i>Miles.</i>	<i>Per cent.</i>	<i>Per cent.</i>
Transportation.....	75, 960, 055	81, 109, 052	6. 78	.....
Annual cost.....	\$6, 194, 802	\$5, 089, 941	.....	17. 84
	<i>Cents.</i>	<i>Cents.</i>		
Cost per mile.....	8. 18	6. 28	.....	23. 23

#### STAR SERVICE.

The report of my predecessor for the preceding fiscal year indicated that the reduction in the cost of the star service, from the rate of expenditure June 30, 1880—which reduction, amounting to \$2,582,021, was effected during his administration of this office—had ceased, and that in consequence of the continuous rapid development of the country

the expenditure for this service would be thenceforth gradually increased.

The rate of expenditure on account of the star service on June 30, 1883, was \$4,739,478. The rate on July 1, 1883, was \$4,992,170. The rate on June 30, 1884, was \$5,089,941, an increase over the preceding June of \$350,463, and over the following July of \$97,771. This increase was principally due to the 402 new routes scattered through the States and Territories, upon which contracts were awarded under advertisements, and was in part caused by an increase in the contract prices of old routes readvertised in the general advertisement of October 16, 1882, as well as to increases of trips and distance upon routes already in operation. Upon the basis of cost here given, and for the reason that I anticipate that the present contract prices for the service in the New England States, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, and the District of Columbia, will be increased under the competition invited by the advertisements of September 15, 1884, for the new term beginning July 1, 1885, an estimate of \$5,900,000 is submitted for the fiscal year ending June 30, 1886.

No allowances for increase of expedition have been made during the past year, and at my suggestion section 620 of the regulations of 1879 has been rescinded. That regulation had for its origin and continuation a method of adjusting compensation for expedition that has been demonstrated as both unsafe and unreasonable and one which I believe is wholly unwarranted by the statute.

It gives me pleasure to report that in practice the new form of sub-contract which was adopted October 1, 1883, simultaneously with regulations which prescribed certain restrictions upon subletting mail contracts, has fully secured the results expected and given to subcontractors the additional security sought, and has at the same time removed a class of vexatious disputes between contractors and subcontractors, hitherto brought to this office for adjudication, though they were not properly within its province to determine.

Early in the last session of Congress I submitted to your predecessor and to the Committee on the Post-Office and Post-Roads of the House of Representatives, a draft of a bill to regulate the letting of mail contracts, which, with the addition by the committee of one section (the fourth), was reported for enactment April 1, 1884, as a substitute for the bill H. R. 6407, as originally drawn. (See H. R. Report No. 1052, Forty-eighth Congress, first session.) The bill, however, remains upon the calendar for consideration.

The fourth section of that bill is as follows :

**SECTION 4.** That the first part of section two of an act to regulate the advertising of mail lettings, and for other purposes, approved May seventeenth, eighteen hundred and seventy-eight, be so amended as to read as follows : "Hereafter no subletting or transfer of any mail contracts shall be permitted unless the annual compensation under the contract for the service shall exceed seven hundred dollars, and in no case without the consent in writing of the Postmaster-General."

This section, its advocates have insisted, would prevent speculation in mail contracts because, it was argued, no person would bid for service on a large number of routes with the knowledge that he could not sublet them. It was in vain that this office directed attention to the fact that over 98 per centum of the routes are let at less than \$700, and that this section would not prevent certain contractors from hiring carriers, who after performance of service might have no means to secure their earnings by evidences of agreements that this Department could recognize, and that its enactment would place the majority of the sub-

contractors or carriers in exactly the position they occupied prior to the passage of the act of May 17, 1878 (20 Stats., p. 62), commonly called the "subcontract law," which grew out of a condition of affairs in no wise conducive to the protection generally of subcontractors, which condition this section seems admirably calculated to restore. It has not been explained, nor has it been perceived, why the endeavor to restrict subletting should begin at \$700, rather than \$100 or \$100,000. Should not the widest latitude be given or the reverse?

Since the adjournment of Congress I have taken up the bill with the desire to again submit it with the fourth section omitted, but with the addition of two sections (the second and fourth) touching temporary service and expedition, together with a slight alteration of sections 1 and 6 in relation to proposals for steamboat service, payment of subcontractors, and the repeal of sections of existing law. The bill, as amended, I beg leave to submit to you for transmission to Congress with a favorable recommendation. It is as follows:

PROPOSED BILL TO REGULATE THE LETTING OF MAIL CONTRACTS.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That every proposal for carrying the mail, made under a general or miscellaneous advertisement, shall be accompanied by the bond of the bidder, in a sum to be designated by the Postmaster-General in the advertisement of each route, and in a form to be prescribed by the Postmaster-General, with sureties approved by a postmaster at a post-office upon or contiguous to the route to which the proposal relates (except for steamboat service, and in such case the sureties may be approved by any postmaster of the first, second, or third class), to which bond a condition shall be annexed that if the said bidder shall, within such time after his bid is accepted as the Postmaster-General shall prescribe, enter into a contract with the United States of America, with good and sufficient sureties, to be approved by the Postmaster-General, to perform the service proposed in his said bid, and, further, that he shall perform the said service according to his contract, then the said obligation to be void, otherwise to be in full force and obligation in law; and in case of failure of any bidder to enter into such contract to perform the service, or, having executed a contract, in case of failure to perform the service according to his contract, he and his sureties shall be liable for the amount of said bond as liquidated damages, to be recovered in an action of debt on the said bond. No proposal shall be considered unless it shall be accompanied by such bond, and there shall have been affixed to said proposal the oath of the bidder, taken before an officer qualified to administer oaths, that he has the ability, pecuniarily, to fulfill his obligations, and that the bid is made in good faith, and with the intention to enter into contract and perform the service in case his bid is accepted: And if any bidder or surety shall knowingly and willfully swear falsely to any statement that the Postmaster-General may require under the provisions of this section, he shall be deemed guilty of perjury, and, on conviction thereof, be punished as is provided by law for commission of the crime of perjury.

SEC. 2. That in cases where advertisements for temporary service may become necessary, or in cases of informal advertisements under the provisions of the following section, the Postmaster-General may, in his discretion, require a bond, upon proposals invited thereunder, with sureties to be approved and oaths to be certified in such manner as he may deem proper; and any bidder or surety shall, in case of default or false oath, be subject to the penalty prescribed in the preceding section.

SEC. 3. That whenever, from any cause, no proposal is received for the performance of mail service on any route that has been advertised at any general or miscellaneous letting, or whenever the lowest proposal received is considered too high, the Postmaster-General may informally readvertise the service, for not less than ten days, at the terminal points upon the route, and at such other points as he may deem proper; and the contract made under such advertisement shall run, as nearly as possible, from the beginning to the end of the regular contract term; and during the time that may necessarily be lost by reason of a failure to receive a proposal or make an award, the Postmaster-General may employ temporary service upon the conditions imposed by law therefor.

SEC. 4. That whenever it shall become necessary to increase the speed upon which the mail is carried under contract on any post-route, the service shall be readvertised for the reduced running time required: *Provided*, That the contractor, with the consent of his sureties, shall have the option of continuing service upon the expedited

running time without additional compensation therefor. And in any case where the contractor, with the consent of his sureties, shall have signified his desire to continue the service upon the reduced running time, and an order shall have been made in pursuance thereof, he shall, if required by the Postmaster-General, perform the expedited service until the termination of his contract in like manner as if such expedited service had been originally advertised.

SEC. 5. That in awarding contracts for mail service the Postmaster-General shall not be bound to consider the proposal of any person who has imposed, or aided in the imposition, upon the United States of an insufficient bond upon any proposal or contract for carrying the mail, or who has made any false statement to any postmaster or other official in the postal service, to secure a certificate to the sufficiency of the sureties upon any such proposal or contract, or who has made or filed, or aided in the making or filing of, any false statement in relation to any post-road or mail service thereon, with the intent thereby to defraud or otherwise cause loss to the United States.

SEC. 6. That section one of the act entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and eighty-two, and for other purposes," approved March first, eighteen hundred and eighty-one, be, and it is hereby, amended by striking out in lines twenty-eight and twenty-nine, the words "and upon a bulletin-board in a public place in the Post-Office Department building at Washington, in the District of Columbia." That section one of the act entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and eighty-three, and for other purposes," approved May fourth, eighteen hundred and eighty-two, be, and it is hereby, amended by striking out in lines eighty-nine, ninety, and ninety-one, the words "and charged to the contractor, provided that such payment shall not in any case exceed the rate of pay per annum of the contractor," and insert in lieu thereof the following words: "Out of any moneys that may be due the contractor for carrying the mail on the same or any other route." And sections thirty-nine hundred and forty-six, and thirty-nine hundred and fifty-three of the Revised Statutes, and subsection two hundred and fifty-three of section twelve of the act entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and seventy-five, and for other purposes," approved June twenty-third, eighteen hundred and seventy-four, and subsection two hundred and forty-six of an act entitled "An act to amend subsections two hundred and forty-six and two hundred and fifty-one of section twelve of an act entitled 'An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and seventy-five, and for other purposes,' approved June twenty-third, eighteen hundred and seventy-four, and for other purposes, and section thirty-nine hundred and fifty-four of the Revised Statutes," approved August eleventh, eighteen hundred and seventy-six, and all acts and parts of acts inconsistent with the provisions of this act be, and the same are hereby, repealed.

In support of this measure, and as explanatory of the 1st and a part of the 6th section, I cannot do better than to quote from report No. 1052 already mentioned:

This bill has for its object, primarily, the exclusion from competition at mail lettings of "speculating bidders," and the award of contracts for carrying the mails to persons residing upon or contiguous to the various mail routes throughout the country. Its further object is to remove some statutory restrictions upon bidding which operate to the disadvantage of the Government as well as to the carriers of the mails.

The provisions of section 3945, Revised Statutes, as amended by the twelfth section of the act of June 23, 1874 (18 Stats., p. 235), require that every proposal for carrying the mail shall be accompanied by a bond, with sureties approved by a postmaster. Under this law bidders who obtain mail contracts for the purpose of subletting can obtain the certificate of one postmaster, in any part of the United States, to the sufficiency of the sureties upon any number of proposals, and can bid for every route advertised at the general and miscellaneous lettings. The first section of this bill corrects this evil by providing that the proposal of a bidder shall be accompanied by a bond, with sureties approved by a postmaster at a post-office upon or contiguous to the route to which the proposal relates, and under this provision the committee believe that it will be impossible for any speculating bidder, or combination of speculating bidders, to make legal proposals for routes in every State and Territory, as has heretofore been done. The committee believe that under the operation of this clause the effect will be to place the contracts for carrying the mails in the hands of persons living upon or near to the various routes, who will bid with full knowledge of the value of the service and the needs of the localities in which they live, and who will give their personal attention to the business.



The first section also provides that the bond accompanying each bid shall be in *a form to be prescribed by the Postmaster-General*, which the committee believe to be better than to prescribe the form by statute, as in section 3946 Revised Statutes. If the Postmaster-General has the discretion to fix the form of bond, he may demand more security than the law now affords, the same security, or less, as the case may require. At any rate your committee is informed that the Post-Office Department has found by experience that section 3946 Revised Statutes, as amended by the act of August 11, 1876 (19 Stats., p. 129), is a restriction upon bidders who reside upon the routes, causing the rejection of many proposals on account of technical defects in their execution. Moreover, that law was enacted to protect the Government from schemes that were originated and carried on by speculating bidders who are now to be debarred by the operation of the proposed law. Except the changes indicated, the first section reenacts the principal part of section 3945 Revised Statutes, and the last paragraph of section 3946 Revised Statutes.

The committee believe that the effect of this bill will be to increase expenditure not more than 5 per cent. per annum on the star appropriation each year for the next four years, beginning July 1, 1884. This additional expenditure could not be better applied, as it will result in a great improvement in the mail service throughout the whole country. It is presumed that there are few members of the House of Representatives who have not complained of inefficient mail service on the small routes, the cause being that under present legislation, which permits speculation on a large scale in mail routes, the service is performed under subcontracts at rates too low to be remunerative to the subcontractors. Among the many objections to the professional contracting system the committee have thought it proper to point out a few, as follows:

1. The correction of irregularities is often delayed by reason of the remote residence of the contractor.

2. A failure of a contractor upon one of his routes may cause a failure on many others in which he is interested, a consequent interruption of the service, a reletting of the service to other speculators, and a repetition of the same difficulties.

3. Speculating contractors in many cases instigate petitions for changes of schedules and service, whereby the efficiency of the service may be impaired in order to secure the subletting of routes at the lowest possible rates.

4. They subdivide routes in such a manner as to cause the transfer of the mail at points where there are no post-offices, and disregarding the prescribed schedules in such a way as to frequently delay the mail. This subletting routes in sections has caused difficulty in the adjustment of fines and deductions for delinquencies.

5. The competition among speculating bidders is so great and the price at which routes are awarded under their proposals is so low that to secure a profit they are obliged to sublet to parties who provide an inferior equipment, and as a consequence failures and changes of contractors and subcontractors occur, resulting in a wretched service, delaying the settlement of accounts, and preventing reliable local bidders from securing the service at a fair price.

The sixth section of this bill repeals sections of law in conflict with it, and others not in conflict, but which are regarded as restrictive legislation upon bidding. For example, section 3953, Revised Statutes, and amendatory acts further described by their titles, require that certain proposals for mail service shall be accompanied by certified checks or drafts. As shown in two reports of the Second Assistant Postmaster-General, this section does not afford any additional security, and prevents local bidders from competing, because it is inconvenient or impossible for them to secure checks or drafts, or, if obtainable, they are unwilling to lose the interest for six months upon their money in the event that they are unsuccessful under the competition.

Section 1 of the act of June 30, 1882, should be amended as indicated in the sixth section of this bill. That section operates, as it now stands, solely for the benefit of speculating bidders in the city of Washington, D. C.

The committee, after patient investigation of the subject, recommend this bill, and they believe that in its operation it will be found complete and effective for the object sought to be accomplished.

Your committee therefore recommend the passage of the substitute submitted with this report.

The second section of the bill provides for bonds upon proposals for temporary service in such cases as the Postmaster-General may designate. In many instances the time in which temporary service is advertised and let is too short to obtain bonds, while in others there may be an opportunity. It is desirable that authority be given by statute to require bonds, as there are occasions when bidders under advertisements for temporary service fail to enter into contract in accordance



with their proposals, and the service is therefore reawarded to other parties at increased expense. Such failures are not so liable to occur where security is exacted for the faithful performance of service.

The third section permits a readvertisement, for not less than ten days, for service to run for the residue of the contract term only in cases where an advertisement has been issued and *no proposals have been received* in response to it, or where the lowest proposal received is considered too high. Under the present law in such cases an advertisement for temporary service for one year, followed by an advertisement at the general letting, is required to continue service during the full contract term.

The fourth section of the proposed bill is recommended as a substitute for section 3961, Revised Statutes, and the proviso of section 2 of the act of April 7, 1880, which relate to the allowance of extra compensation for expedition in carrying the mails. Section 3691 Revised Statutes is as follows:

No extra allowance shall be made for any increase of expedition in carrying the mail unless thereby the employment of additional stock and carriers is made necessary, and in such case the additional compensation shall bear no greater proportion to the additional stock and carriers necessarily employed than the compensation in the original contract bears to the stock and carriers necessarily employed in its execution.

This section is limited by the act of April 7, 1880, in the following terms:

*Provided*, That the Postmaster General shall not hereafter have the power to expedite the service under any contract either now existing or hereafter given to a rate of pay exceeding 50 per centum upon the contract as originally let.

The regulation adopted in 1879, heretofore referred to as having been rescinded, was intended to indicate a correct method of obtaining data for accurately determining allowances for expedition, but the practice in vogue under it permitted allowances largely in excess of the value of the service. The section is as follows:

SEC. 620. When it becomes necessary to increase the speed on any route, the contractor will be required to state, under oath, the number of horses and men required to perform the service according to contract schedule and the number required to perform it with the proposed increase of speed.

I shall apply the practice of this Department prior to April 7, 1880, under section 3961 Revised Statutes, and the regulation to a particular route.

Upon route No. 39104 from Santa Fé to Fort Stanton, New Mexico, distance 197 miles, contract term July 1, 1878, to June 30, 1882, the service was required to be performed three times each week upon a schedule of 69 hours at \$5,244 per annum. Application having been made for an expedition of the schedule to 48 hours, the contractor, as required by the regulation, submitted a statement under oath that the 69-hour schedule required, for three times a week service, the employment of six men and eight animals, and that to perform the same number of trips in 48 hours would require twenty-four men and forty-six animals. The method of calculation in vogue fixed the compensation as follows:

Three times a week, 48 hours, 24 men, 46 animals = .....	70
Three times a week, 69 hours, 6 men, 8 animals = .....	14
Increase .....	56

Or,

14: \$5,244 :: 56: \$20,976

*pro rata* for expedition, an increase of 400 per cent. for a reduction of 21 hours, or 30+ per cent. in the running time.

The contractor waived \$13,110, and accepted \$7,866 in lieu of \$20,976, or 150 per cent. increased compensation. Whether the amount paid to the contractor was extravagant or insufficient, need not here be the subject of discussion. My purpose in giving this illustration is to point out that an act of Congress that will permit an increase in the compensation by the method illustrated should be repealed. I do not believe that Congress intended, in using the words "stock" and "carriers" in the law, to mean "horses" (or animals) and "men," as used in the regulation. But if such was the intention, then the view, in my opinion, cannot be successfully maintained that, for the purpose of calculating allowances for expedition, "horses" and "men" are interchangeable terms in a problem of proportion as above illustrated. In some cases, under the term "men," oaths have been submitted and accepted, embracing, besides carriers or drivers, the superintendents, stock-tenders, and laborers upon the roads.

In my opinion the only proper method of fixing the value of an expedited schedule is to readvertise the service, and this is provided for in the fourth section of the proposed bill, which, it will be observed, gives a choice to the contractor of continuing the service on the reduced running time without additional compensation, or of again competing under a new advertisement. There will be few applications for expedition if the care now taken in the preparation of schedules prior to issuing advertisements is continued.

The fifth section is recommended as necessary in connection with sections 3949 and 3950 Revised Statutes in order to properly conduct the regular mail lettings.

In the sixth section of the bill, besides changes in existing law referred to in the report of the committee already quoted, an amendment is proposed to the act of May 4, 1882, which will in many instances secure the pay of subcontractors where their compensation is greater than that paid by the Government to the contractors. This security is not given by the present law.

I urge the enactment of this bill because I believe that it will exclude from competition at the general lettings all persons who now secure, solely for the purpose of subletting, over three-fourths of the routes annually advertised, and who, in their endeavor to acquire the largest possible margin of profit, sublet the service at rates too low to be remunerative to the subcontractors. A margin thus secured by a speculating bidder, under a proposal already too low to provide proper service, will force a subcontractor, in order to obtain anything more than the cost of carrying the mails, to provide an inferior equipment, and, as a consequence, detentions and failures continually occur. These irregularities entail incidental evils that prevent the timely settlement of accounts, the removal of which will also be highly beneficial to the postal service.

#### STEAMBOAT SERVICE.

The rate of expenditure June 30, 1884, for steamboat service was \$596,573. The appropriation for the current year is \$625,000, and this amount, it is believed, will not be expended. To provide for present contracts and for all new service that may become necessary during the fiscal year ending June 30, 1886, I recommend that the sum of \$615,000 be appropriated.

#### MAIL MESSENGERS.

On June 30, 1884, the mail-messenger service was carried on at the annual rate of \$863,313. This is an increase of \$59,975 compared with

the cost on June 30, 1883. The appropriation for the last year, including a deficiency of \$15,000 provided by the act of July 7, 1884, was \$875,000. The appropriation for the current year is \$975,000, and keeping in view the additional cost that will be incurred during the present year I estimate that no more than \$975,000 will be required for the fiscal year ending June 30, 1886. The estimate for the current year was submitted at \$975,000 in the belief that the new railroad service would approximate 10,000 miles, whereas the increase last year was but 6,952 miles. Anticipating that the increase in the railroad service for the year ending June 30, 1886, will not be more than 7,000 miles, I have not increased the estimate for mail-messenger service.

#### FINES AND DEDUCTIONS.

The amount of fines and deductions from the compensation of contractors and others during the year ended June 30, 1884, was \$214,742.77, and the remissions for the same period amounted to \$28,343.53, leaving the net amount of fines and deductions \$186,399.24. (See table marked F.)

#### MAIL EQUIPMENTS.

Accompanied herewith are tabular statement (N) of all contracts for mail equipments in operation on the 30th June, 1884; tabular statement (O) of the number, description, and prices of mail bags, mail catchers, &c., purchased, and of the expense incurred on account thereof during the year ended June 30, 1884; and tabular statement (P) of mail locks and keys purchased and repaired and the expense thereof during the same period.

The total amount expended during the year for mail bags and mail catchers, including their appurtenances and repairs, was \$217,258.06.

The tabular statement marked O exhibits the expenditure in detail. Reference to it will show that the number of mail bags of every description purchased was 133,800; of these 24,800 were locked bags, being those of higher price, used for letters and other mail matter of the first class, and 109,000 canvas sacks, used for printed and other mailable matter not of the first class; that 501,839 mail-bags of various kinds were repaired, at a cost of \$46,129.59, and that the cost of mail-catchers, including repairs, was \$8,487.22.

Although the amount appropriated was not entirely expended, the mail service was during the year frequently embarrassed in consequence of an inadequate supply of mail-bags and the insufficiency of the appropriation to provide the quantities required. The reason of this is that while the exact amount expended from day to day for supplies of new mail-bags is ascertainable at any time, the purchases being made directly by the Department under specific contracts, the total amount of expense incurred by necessity through postmasters in having old mail-bags repaired is not ascertainable until about three months after the end of the fiscal year, that is to say, until the accounts of all the postmasters in the United States shall have been examined and settled for that year by the Auditor of the Treasury for the Post-Office Department. The repairs of mail-bags being a necessary and contingent expense, too fluctuating and uncertain in amount to be exactly foreknown, an estimated sum amply sufficient to avoid all possible danger of exceeding the appropriation must be reserved in advance for that object out of the appropriation for "mail-bags and mail-catchers." The expense for repairs may sometimes prove to be very much less than the

sum anticipated and reserved for that purpose, and yet the unexpended balance left on that account would not when ascertained be available for the purchase of supplies, however much needed, or for any other purpose than to be covered into the Treasury. However inadequate the appropriation for needful supplies of mail-bags, it is assumable that all of it will not be expended, as it cannot be without extreme danger of exceeding the authority of law. Consequently, with respect to mail-bags, an unexpended balance of appropriation is not conclusive proof that the appropriation was sufficient.

As mentioned in the last annual report, it is deemed expedient to replenish the reserved stock of mail-bags which was formerly kept on hand as a wise provision for future emergencies, but which, in consequence of the immense growth of the mail service and the inadequacy of the appropriations, had been exhausted in supplying immediate wants. In case of fraud, attempted fraud, or serious default on the part of a contractor in furnishing such supplies, it would be the duty of the Postmaster-General to promptly annul the contract. In such case it should be in his power to discharge that duty without bringing serious embarrassments upon the mail service by reason of not having a reserved stock to fall back on during the unavoidably long interval until proper supplies could be procured under a new contract, made according to law, after due advertisement for competitive proposals. Such supplies are not in open market, ready made, and are not purchasable therein for immediate delivery.

If, having regard to the peculiar character of mail-bags, it is necessary to be always prepared with a supply in reserve for such an occasion as that which has been alluded to, it is also necessary to have the means, by larger appropriation, sufficient for that purpose.

The appropriation (\$250,000) for mail-bags and mail-catchers for the current year will probably be only sufficient to supply *immediate* wants of the service until the end of the fiscal year, and not enough to restore or materially contribute towards restoring the requisite reserved supply. It is therefore recommended that the appropriation for the next year be at least 10 per cent. more than the amount appropriated for the present fiscal year.

By reference to the tabular statement P it will be seen that the cost of mail locks and keys during the last year was \$18,346.

Although the continual extension of the through registered mail system is requiring increased quantities of peculiar high-priced mail-locks, the appropriation (\$25,000) will be sufficient for the present year, and a reduction of 20 per cent. on that amount of expense is anticipated for the next fiscal year.

It will be necessary to expend for mail equipments during the year ending June 30, 1886, as follows, viz: For mail-bags and mail-catchers, \$275,000; for mail locks and keys, \$20,000, being 10 per cent. more for mail-bags and mail-catchers and 20 per cent. less for mail locks and keys than the appropriation for the current year.

As authorized by the first section of the act of Congress approved March 3, 1883, making appropriations for the service of the Post-Office Department, 200 raw-hide packing-trunks, for the better protection in transit of certain registered mail matter, were purchased, at the price of \$45 each, amounting to \$9,000, the sum appropriated for that purpose.

#### RAILROAD RATES.

This question has been before the public from the beginning of the railroad service, and for much of the time the relation between the De-

partment and the companies has been marked by antagonisms detrimental to all interests involved. The early legislation on the subject shows an entire misconception of the principles governing and inseparable from transportation by railroad. For thirty years this great problem was passed over in a blind and groping way, and it was not until 1873 that a defined and intelligent basis was prescribed for gauging the compensation. Eleven years have elapsed since the adoption of that basis. In this period over 50,000 miles of road have been added to the system; the amount of mail matter carried has increased in a still greater ratio; and the care, efficiency, and accuracy with which the mails are handled and distributed have reached a degree of excellence approximating perfection. It is not astonishing, therefore, that the methods of compensation adopted when the great work of distribution in transit was in the experimental stage are not adapted to the present requirements of the public service.

I gave much attention to the work of the committee appointed to devise an improved plan for gauging the pay for carrying the mails on railroad routes and have carefully studied their recommendations, and I am fully satisfied that this plan so defines, connects, and blends all the elements of which the railway mail service is composed as to secure the facilities essential to its proper conduct.

The rates of compensation recommended by the committee, in my judgment, are fair and reasonable. It is true that a scale of prices applicable to all roads will not afford the same amount of compensation in each case. But under such general scale there is likely to be the least injustice.

While weight, space, speed, frequency, and facilities for distribution are all indispensable elements of the postal service under existing laws, but two of these are definitely prescribed, viz, weight and space. Weight is the principal factor. It is paid for at rates purely arbitrary, bearing no reasonable relation to the facilities required by the Department nor to other items of transportation composing the business of railroads. For instance, the act of 1873, which is the basis of present compensation, gives the following results:

Pay per mile per annum.	Weight per day.	Tons per mile per annum.	Cost per ton per mile.
	<i>Pounds.</i>		<i>Cents.</i>
\$75	500	78	96
100	1,000	156	64
125	1,500	234	53
150	2,000	313	47
175	3,500	547	31
200	5,000	782	25+

and \$25 for each addition of 2,000 pounds per day after the first 5,000 pounds, or 8 cents per ton per mile.

Practically these rates apply alike to the highest grade of service and to mails carried in bulk on slow schedules, without facilities for distribution in transit, and without regard to frequency beyond six round trips per week.

There is an evident difference in the character of the service on railroad routes, and there should be a proper discrimination prescribed by law in the compensation corresponding to the difference in service.

The rates prescribed by present laws for railway post-office cars show



still more forcibly the incongruities of the present system, the pay being as follows:

Length of car.	Pay per mile per annum.	Pay per linear foot per annum.
<i>Feet.</i>		
40.....	\$25	\$0 62½
45.....	30	66
50.....	40	80
55.....	50	90
60.....	50	83

These discriminations are attributable solely to the dimensions of cars, and on that basis they are entirely unreasonable.

I assume nothing in asserting that this brief analysis of present laws is conclusive as to their inadequacy. All who understand this subject readily concede that these conditions are wholly arbitrary, incomplete, and unsuited to the wants of the service. These facts being admitted, the question arises: Is it practicable to abandon this anomalous system for one more in harmony with the requirements of the situation? Again, it is admitted that the plan reported to your predecessor in December, 1883, does meet the wants of the service; that it defines and gives due weight to every element requisite to the usefulness and advancement of the postal service; it gauges the pay so that the incentive would always be to improvement in the transportation of mails.

The opposition to the plan is restricted entirely to the rates of pay proposed. One class of objectors claim that the rates are too low, while another occupy the reverse position and insist that the rates are too high. It is not surprising that this important proposition, concerning the expenditure of about \$15,000,000 per annum, a corrective measure, should meet with opposition.

A careful analysis of all objections that have come to my knowledge, however, have only served to confirm me in the opinion that the rates proposed by the committee are as fair and reasonable as can be suggested. And the more forcibly is this view of the subject impressed upon me by the significant fact that notwithstanding the rates proposed were before Congress from December, 1883, to July, 1884, no other rates were proposed to take the place of those suggested by the committee, and this it cannot be believed would have been the case if other rates could have been suggested and sustained.

The object sought is the improvement of the present concededly insufficient and imperfect laws. A much superior plan has been devised. The opposition to it so far has been only of an obstructive character, for nothing definite has been proposed in its place to supersede the present objectionable system. This, in effect, serves to perpetuate old errors, involving among other things the serious consequence for the current year of the expenditure of more than a half million dollars of public money unnecessarily. For these reasons I appeal to you to urge upon Congress the necessity which exists for the adoption of the following proposed bill, which embodies the recommendation of the committee, as well as amendments touching the transportation of the mails from railroad stations to post-offices, and compensation to railroads which have received grants of public lands, the latter amendment having been pro-

posed by the Post-Office committee of the House of Representatives at the last session:

**PROPOSED BILL FOR THE READJUSTMENT OF COMPENSATION FOR THE TRANSPORTATION OF THE MAILS ON RAILROAD ROUTES.**

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Postmaster-General is authorized and directed to readjust the compensation to be paid for the transportation of the mails on railroad routes upon the conditions and at the rates hereinafter mentioned, and which shall take effect July first, eighteen hundred and eighty-five.

First. That the mails shall be carried upon any train at the request of the Postmaster-General; and railroad companies shall provide necessary depot rooms, with heat and light for the same; shall receive the mails from and deliver the mails to the Post-Office Department at depots; shall put the mails into and out of the cars; shall transfer the mails between trains at depots, and shall transport the superintendent and assistant superintendents of the Railway Mail Service and post-office inspectors upon the exhibition of their credentials, and railway postal clerks over the lines upon which they may be assigned to duty.

Second. That the compensation for carrying closed mails in baggage-cars and for railway post-office service, the minimum car width in every case being hereby fixed at eight feet and six inches, inside measurement, or its equivalent in floor space, shall not exceed the following rates, namely: For closed mails, five mills per linear foot of space (inside measurement) per mile run; and for two hundred pounds of mail or less the equivalent of six linear inches shall be required; for five hundred pounds one foot, and for each additional five hundred pounds one foot. For railway post-office service, at a rate of speed of twenty or less miles per hour from terminus to terminus, five mills per linear foot of space (inside measurement) per mile run; and for each additional two miles per hour to and including thirty miles per hour, one-tenth of a mill, and for each additional mile per hour, one-tenth of a mill. And the adjustment of space by linear feet for railway post-office service shall be as follows: For a daily average of from twenty-five to five hundred pounds of mail, not to exceed thirteen feet; from five hundred to one thousand pounds, not to exceed fifteen feet; from one thousand to two thousand pounds, not to exceed twenty-five feet; from two thousand to four thousand pounds, not to exceed forty feet; from four thousand to five thousand pounds, not to exceed forty-five feet; for six thousand pounds, fifty feet; eight thousand pounds, sixty feet; the weight to be ascertained by a weighing of not less than twenty-eight consecutive days; and in all railway post-offices the load shall not exceed double the greatest weight for the respective lengths as herein provided; and for any gross weight, if carried on two or more trains daily, the space may be subdivided upon the basis of amounts of space for lower weights as the nature of the service may require; and no additional space shall be required or paid for unless found to be necessary: *Provided*, That the pay for the transportation of mails upon any railroad route for six round trips per week shall not be less than thirty-five dollars per mile per annum; but the Postmaster-General may increase the compensation upon any railroad route not to exceed fifty per centum per annum for special mail trains performing service upon schedules fixed by him; and at any post-office contiguous to a railroad route, and where trains do not make regular stops, the Postmaster-General may require that the mails shall be exchanged directly with the railway post-office at the nearest available point upon the track; and the Postmaster-General may allow to postmasters at post-offices of the third and fourth classes, located not more than one-fourth of a mile from railroad stations, not to exceed twenty-four and twelve dollars per annum, respectively, in each case, for the exchange of mails as often as may be necessary between such post-offices and stations; and in any case where the allowance herein provided shall be insufficient to procure the proper exchange of mails, the Postmaster-General may invite proposals for mail-messenger service and make an award thereof under such regulations as he may prescribe: *Provided further*, That the Postmaster-General may employ mail-messenger service at separating post-offices. And no postmaster, assistant postmaster, or clerk employed in any post-office where the cost for the carriage of the mail is based upon an advertisement, or is adjusted by an allowance otherwise than as herein provided, shall have any interest in its transportation. And all acts and parts of acts inconsistent or in conflict with the provisions of this act are hereby repealed: *Provided further*, That nothing herein shall be construed to repeal or change existing law, in so far as it discriminates against land-grant or subsidy railroads, in fixing relative rates of compensation to such railroads for the transportation of the mails.

**ESTIMATES AND APPROPRIATIONS FOR PREVIOUS YEARS.**

Owing to the character of the system governing the compensation for carrying the mails on railroad routes, the provisions of section 3679,



Revised Statutes, requiring the Departments not to incur obligations in excess of appropriations, are practically inoperative as regards this item. The principle of restricting obligations so as not to exceed the sums provided by appropriation is, in my opinion, the correct one by which to regulate the expenditure of public money. The fact that the expenditure for railroad transportation cannot be kept within prescribed limits ought not to be regarded as a justification for an abandonment of the principle, which should be maintained by making the appropriation sufficient, approximately, to meet the unavoidable obligations for this item.

A review of the estimates of the amounts required, prepared by this office, and the appropriations made for the service, show a wide difference between the sums actually required for the service and the general appropriations made to meet such requirements, as will more clearly appear from the following tabulated statement:

Fiscal year ending June 30—	General appropriation.	Deficiency appropriation.	Aggregate appropriation.	Estimate of Second Assistant Postmaster-General.
1880.....	\$9,150,000	.....	\$9,150,000	*\$10,250,000
1881.....	9,665,000	.....	.....	10,000,000
1882.....	9,488,282	.....	.....	.....
22 Stats., p. 288.....	.....	\$1,120,000	10,608,282	10,288,482
1883.....	11,155,000	.....	.....	.....
Act July 7, 1884.....	.....	648,992	11,803,992	11,155,000
1884.....	11,700,000	.....	.....	.....
Act July 7, 1884.....	.....	500,000	12,200,000	12,000,000
1885.....	12,750,000	.....	12,750,000	13,635,216

\* Includes railway post-office cars.

In addition to the foregoing it may be added that it was shown on page 128, report for 1883, that about \$12,625,000 would be required for the year ending June 30, 1884. All of the \$12,200,000 appropriated has been expended, and a large number of accounts are unpaid, amounting on the 13th of September, 1884, to \$207,821; to which must be added the cost on 4,357 miles of new service, ordered prior to June 30, 1884, on which rates were not fixed September 13, 1884. And, in view of these ascertained facts, that the \$12,750,000 provided for the current year is entirely inadequate is beyond question. This practice of appropriating less than the needs of the service require is delusive in that the actual cost, or rate of cost, as represented by appropriations, does not appear at the proper time and place upon the records. Then, moreover, it is neither business like nor right that payment for regular service should be delayed from nine to fifteen months, as is the case under existing circumstances.

#### STATEMENT.

First. Cost of transportation on all routes on which rates were fixed June 30, 1884, by Post-Office Department books .....	\$13,273,603
Cost, June 30, 1883.....	12,288,799
Increase for 1884 over 1883 .....	984,804
Rate of increase, 8.01 per cent.	
New routes unadjusted June 30, 1884, 9,026 miles, estimated at \$60 per mile— $\frac{1}{2}$ year .....	270,780
Total.....	1,255,584

<i>Second.</i> Cost, June 30, 1884 .....	\$13,273,603
Add for 9,026 miles, at \$60 per mile, from July 1, 1884.....	541,560
	<hr/> 13,815,163
Less amount earned by and withheld from Pacific roads in-	
debted to the United States .....	\$826,731
By assignment of Union Pacific .....	347,474
	<hr/> 1,174,205
Total .....	<hr/> 12,640,958
<i>Third.</i> Cost, June 30, 1884, Auditor's statement .....	\$12,200,000
Audited and unpaid September 13, 1884.....	207,821
	<hr/> 12,407,821
Total.....	12,407,821
Cost, June 30, 1883.....	11,579,172
	<hr/> 828,649
Increase for 1884 over 1883.....	

To which must be added the cost of new service ordered prior to June 30, 1884, on which pay was not fixed September 13, 1884, 4,357 miles, and to this mileage is attributable the difference between the estimated and audited cost.

The increase in the length of routes for the year ending June 30, 1884, was 6,942 miles, showing as compared with last year a decrease of 2,322 miles. The indications are that the new service for 1886 will not exceed 7,000 miles, as the readjustment of values now in progress throughout the country is not favorable to railroad construction.

#### REQUIREMENTS FOR THE CURRENT YEAR.

The foregoing statements prove conclusively that the \$12,750,000 appropriated for this item for the current year must be supplemented by a deficiency appropriation sufficient to bring it approximately to the sum estimated to be necessary for this item by this office in the last annual report.

#### ESTIMATE FOR 1886.

The \$12,640,958, the cost for the year ending June 30, 1884, ascertained as above explained, will be used as the basis upon which to estimate. Anticipating about the same rate of construction for 1886 as for 1884, 7,000 miles, and that the readjustment of pay for the regular term, from July, 1885, will fall in the eastern section, embracing the great trunk lines, upon which a large increase in the weight of mails is certain, and for which a corresponding increase in compensation will be required, the rate of increase is placed at 7 per cent., as against 8 per cent. for last year. And believing that the practice of placing to the credit of companies indebted to the Government the amounts earned in carrying mails, without having such amounts appear as a charge against the appropriation for the transportation of the mails is erroneous and delusive, I include these items in the estimate of amount necessary for railroad transportation for the year ending June 30, 1886.

Amount required for service exclusive of Pacific roads.....	\$14,510,000
For Pacific roads .....	826,731
For Pacific roads under assignment of the Union Pacific.....	347,474
	<hr/> 15,684,205
Total.....	

## RAILWAY POST-OFFICE CARS.

The appropriation for this item has also been involved in the Pacific Railroad account, but for reasons given with regard to railroad transportation, I treat the whole cost as an expenditure, and estimate accordingly.

The cost, by the Post-Office Department books, June 30, 1884, was .....	\$1,749,478
Cost June 30, 1883.....	1,599,001
	<hr/>
Increase for 1884 over 1883, 9.4 + per cent.....	150,477

I estimate that there will be required for 1886—

Exclusive of Pacific roads.....	\$1,765,026
For Pacific roads.....	106,902
For Pacific roads as per assignment.....	3,072
	<hr/>
Total.....	1,875,000

The rate of increase being a little under 8 per cent. (7.81½ per cent.).

## SPECIAL FACILITIES.

The appropriation for special facilities is a necessity growing out of the laws fixing pay for carrying the mails. The interests of the people require that the service secured by this expenditure be continued, and I agree with the views set forth by the General Superintendent of Railway Mail Service in his report, in which he recommends that \$266,764.50 be appropriated for this service for the next fiscal year.

Very respectfully,

HENRY D. LYMAN,  
*Second Assistant Postmaster-General.*

Hon. FRANK HATTON,  
*Postmaster-General.*

## ADDENDUM.

Table A exhibits cost, appropriation, and estimates.

Table B shows length of routes, annual transportation, and cost in the several classes of inland mail service.

Table C is a statement of the railway mail service.

Table D is a statement of the steamboat service.

Table E shows the increase and decrease in transportation and cost.

Table F is a statement of deductions, fines, and remissions.

Table G shows weight of mails, speed and accommodations for mails, and agents on railroad routes, with an index.

Table H shows the readjustment of pay on railroad routes, with an index.

Table I shows the rate of pay for railway post-office cars, with increase and decrease since last annual report.

Table K states expenditures for necessary and special facilities on trunk lines.

Table L is a statement of railroad service established since last annual report.

Table M shows the growth of railway mail service from 1836 to 1884.

Table N is a statement of all contracts for mail equipments and use of patents.

Table O is a statement of expenditures for certain mail equipments.

Table P is a statement of expenditures for mail locks and keys.

A.—Inland mail service, June 30, 1884.—Cost, appropriation, estimates, and rate of increase and decrease.

Items.	Cost for 1883.	Cost for 1884.	Percentage of increase or decrease in cost for 1884 as to cost for 1883.		Appropriation for 1885.	Percentage of increase or decrease in appropriation for 1885 as to cost for 1884.		Estimate for 1885.	Percentage of increase or decrease in estimate for 1885 as to appropriation for 1885.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
.....	\$4,732,478	\$5,082,941	7.33	.....	\$5,000,000	16.42	.....	\$5,900,000 00	5.36	.....
.....	507,621	506,573	.....	1.83	625,000	4.77	.....	515,000 00	.....	1.69
.....	12,284,799	13,273,006	8.01	.....	12,750,000	.....	8.94	15,684,205 00	23.01	.....
.....	1,599,001	1,738,997	8.76	.....	1,625,000	.....	8.56	1,875,000 00	15.36	.....
.....	1,185,121	1,184,821	.....	.16	250,000	.....	85.27	1,208,764 50	6.70	.....
.....	3,632,429	3,979,362	9.53	.....	4,200,000	.....	8.06	4,682,300 00	8.89	.....
.....	603,338	583,313	7.47	.....	975,000	.....	12.94	975,000 00	.....	.....
.....	25,000	18,346	.....	26.62	25,000	.....	36.27	20,000 00	.....	20.00
.....	189,489	217,258	8.81	.....	250,000	.....	15.07	275,000 00	10.00	.....
.....	192	379	97.40	.....	1,000	.....	163.85	1,000 00	.....	.....
Total .....	.....	.....	.....	.....	26,401,000	.....	.....	30,294,289 50	14.74	.....

NOTE.—No allowance is made in this table for fines and deductions; the amounts actually disbursed appear in the report of the Auditor.

B.—Table of inland mail service in operation June 30, 1884.

[The entire service and pay on each route are set down to the State under which the route is numbered, though extending sometimes into other States, instead of being divided among the States in which the different portions lie.]

States and Territories.	Length of routes.	Length of routes and annual cost in each class of service.					Railroad.					Total annual cost.
		Star.		Annual pay for transportation.			Annual pay for railway post-office cars.		Total annual pay for railroad service.			
		Miles.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	
Maine.....	5,562	3,732	91,019	1,123	125,306	19,650	144,956	1,948,573	109,773	3,570,509	240,153	
New Hampshire.....	2,042	1,235	34,230	730	87,937	5,161	73,098	637,909	24,336	1,913,072	199,708	
Vermont.....	2,377	1,625	42,069	832	96,522	10,393	108,915	900,094		1,964,202	148,984	
Massachusetts.....	2,280	1,103	81,373	2,026	334,436	50,806	325,242	1,011,681	50,852	6,186,728	478,390	
Rhode Island.....	450	191	10,590	80	22,306	3,105	25,411	143,766	50,709	620,948	47,606	
Connecticut.....	1,947	843	32,904	1,104	187,998	27,102	215,190	617,066		2,621,816	248,094	
New York.....	15,921	8,694	291,769	7,021	1,415,239	343,301	1,758,540	4,164,391	111,436	10,810,143	2,061,281	
New Jersey.....	2,537	862	28,996	1,675	228,983	38,055	266,438	525,590		3,550,813	295,424	
Pennsylvania.....	14,979	9,204	249,738	5,725	727,885	98,670	826,555	4,518,011		8,571,968	1,076,293	
Delaware.....	550	231	6,642	819	24,537		24,537	114,816		267,323	31,179	
Maryland.....	4,341	2,033	67,144	1,226	257,024	58,834	315,858	1,168,758	293,661	2,890,162	398,950	
Virginia.....	12,072	8,553	125,877	2,793	847,561	69,708	417,269	3,134,448	264,472	3,252,754	578,146	
West Virginia.....	6,175	5,504	64,413	481	58,130	8,960	61,490	1,591,425	112,008	758,892	141,703	
North Carolina.....	11,748	9,628	114,700	1,594	123,123	12,908	136,039	2,786,101	173,706	1,312,577	237,947	
South Carolina.....	5,243	3,810	52,811	1,852	112,869	21,375	133,744	991,512	19,894	1,585,831	167,817	
Georgia.....	9,742	6,421	68,944	3,313	291,513	53,682	345,395	1,772,752	4,982	3,298,437	434,714	
Florida.....	6,080	2,901	51,756	1,117	66,770		56,770	736,596	57,761	786,097	178,524	
Alabama.....	11,628	8,985	130,248	2,220	174,932	20,379	195,311	2,540,342	70,772	2,018,244	332,798	
Mississippi.....	8,049	6,775	99,137	1,775	163,872	13,762	167,634	1,560,810	64,696	1,662,934	261,447	
Tennessee.....	9,605	8,244	117,482	1,222	114,134	13,983	128,127	2,604,672	41,392	1,390,944	248,828	
Kentucky.....	10,006	7,790	115,295	2,451	298,067	25,772	323,839	2,574,189	833,424	2,963,652	445,859	
Ohio.....	16,251	6,177	142,867	8,826	1,179,646	230,575	1,410,515	2,730,742	171,756	13,325,317	1,571,340	
Indiana.....	9,009	4,424	84,114	4,545	471,215	91,434	562,649	1,621,480		5,645,151	646,763	
Illinois.....	12,144	4,266	129,687	7,758	957,050	130,674	1,087,633	1,784,981		9,875,929	1,216,320	
Michigan.....	9,525	4,393	109,123	4,977	451,253	22,977	474,230	1,828,095	64,272	7,035,218	872,704	
Wisconsin.....	9,101	6,122	100,195	3,979	404,823	43,704	448,527	1,629,564		4,704,500	548,222	
Minnesota.....	10,412	4,853	85,882	5,759	482,439	7,129	489,568	1,197,404		5,382,541	575,450	
Iowa.....	12,235	6,345	101,897	6,910	606,831	35,399	642,230	1,905,197		6,789,057	744,127	
Missouri.....	16,419	9,789	180,638	6,177	811,772	116,357	927,129	2,274,000	141,836	7,908,641	1,152,767	
Arkansas.....	10,089	7,790	126,658	829	51,189		51,189	2,310,003	237,534	565,729	253,286	
Louisiana.....	5,864	3,915	74,897	976	69,317		69,317	1,027,882	278,591	659,819	294,593	

Texas .....	19,234	12,663	269,585	492	3,000	6,079	470,591	.....	470,591	4,422,824	30,744	5,102,978	9,556,546	743,176
Indian Territory .....	2,522	2,450	49,464	.....	.....	72	344	.....	344	3,590,428	.....	44,672	806,628	49,808
Kansas .....	15,010	10,566	168,371	.....	.....	4,444	455,448	27,676	483,124	1,946,051	.....	4,919,265	8,509,693	651,495
Nebraska .....	8,974	5,927	106,193	.....	.....	3,047	552,526	75,564	628,090	1,719,277	.....	2,454,426	4,400,477	734,283
Dakota Territory .....	6,987	5,886	122,614	.....	.....	1,101	47,645	.....	47,645	1,072,817	.....	698,028	2,417,305	170,259
Montana Territory .....	3,079	3,008	91,782	.....	.....	71	4,067	.....	4,067	737,820	.....	44,210	1,117,027	95,819
Wyoming Territory .....	2,487	1,917	80,026	.....	.....	520	.....	.....	.....	1,207,398	.....	324,073	1,062,493	80,026
Colorado .....	6,418	3,563	153,430	.....	.....	2,825	256,357	4,934	261,291	799,534	.....	2,685,793	3,893,191	414,721
New Mexico Territory .....	2,983	1,933	69,910	.....	.....	1,050	38,479	.....	38,479	931,126	.....	711,226	1,510,760	108,389
Arizona Territory .....	3,038	2,483	106,527	.....	.....	555	68,449	.....	68,449	1,161,902	.....	396,105	1,327,231	174,976
Utah Territory .....	3,497	2,601	125,055	.....	.....	896	88,062	.....	88,062	1,097,528	.....	690,688	1,852,590	213,117
Idaho Territory .....	2,478	2,420	94,970	.....	.....	58	.....	.....	.....	726,830	.....	36,130	1,133,658	94,970
Washington Territory .....	4,741	2,228	73,815	1,727	68,107	786	27,015	.....	27,015	1,326,711	191,196	538,641	1,456,667	168,937
Oregon .....	5,398	4,407	126,626	291	13,087	700	71,322	.....	71,322	820,513	148,928	501,827	1,977,466	211,035
Nevada .....	2,961	2,421	103,507	.....	.....	540	24,530	.....	24,530	3,540,879	.....	378,828	1,199,341	128,037
California .....	13,309	8,683	327,137	1,307	43,857	3,319	502,649	58,010	560,659	35,880	306,028	2,962,997	6,809,904	931,653
Alaska .....	345	345	1,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	35,880	1,600
Total .....	359,530	226,779	5,089,941	15,591	596,573	117,160	13,273,606	1,738,997	15,012,603	81,109,052	3,882,288	142,541,392	227,532,732	20,699,117
Railway postal clerks .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,979,362
Mail messengers .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	863,313
Aggregate .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25,541,792

NOTE.—This table shows contract prices and annual salaries, irrespective of fines and deductions, hence the apparent discrepancy between this table and the Auditor's statement.



C.—Railway service as in operation on the 30th of June, 1884.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for railway post-office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post-office cars. Dollars.	Remarks.
<b>MAINE.</b>										
1	Boundary Line (n. o.) and Presque Isle.	New Brunswick Rwy.	50.04	6	1,284 21		1,284 21	43 75		
2	Newport and Dexter	Maine Central R. R.	14.90	12	687 93		687 93	46 17		
3	Farmington and Brunswick	do	67.89	14 55	4,991 95		4,991 95	73 53		
4	Belfast and Burnham Village	do	33.96	12	2,001 10		2,001 10	60 71		
5	Portland and Skowhegan	do	102.56	8 22	7,623 43	1,601 98	9,225 41	74 39	15 62	
6	Portland and Bangor	do	137.72	27	37,444 69	13,773 00	51,217 69	271 83	100 06	
7	Portland and Canada Line (n. o.)	Grand Trunk Rwy.	165.55	10 98	15,419 24		15,419 24	92 18		
8	Portland and Rochester	Portland and Rochester R. R.	65	9 55	4,563 50		4,563 50	119 70		
9	Mill Junction (n. o.) and Katahdin Iron Works.	Bangor and Katahdin Iron Works Rwy.	12.94	8 73	809 68		809 68	42 75		
10	Portland and South Lunenburg	Portland and Ogdensburg R. R.	114.05	16 15	10,336 35		10,336 35	90 63		
11		Maine Central R. R.	9.14	27	367 76		367 76	102 80		
12		do	114.62	12	19,107 47	4,275 75	23,383 22	167 58	87 50	
13		do	19.41	12	1,311 13		1,311 13	67 55		
14		Bangor and Piscataquis R. R.	64.03	6	5,310 84		5,310 84	82 94		
15		Knox and Lincoln R. R.	48.86	12	4,396 65		4,396 65	99 78		
16	Houlton and New Brunswick Line (n. o.)	New Brunswick Rwy.	3.83	6	194 88		194 88	49 59		
17	Calais and Princeton	Saint Croix and Penobscot R. R.	21.27	6	906 29		906 29	42 75		
18	Oakland and North Anson	Somerset R. R.	25.77	6	1,433 29		1,433 29	55 53		
19	Mechanics Falls and Guilbertville	Rumford Falls and Buckfield R. R.	27.84	6	1,450 26		1,450 26	49 69		
20	Farmington and Phillips	Sandy River R. R.	18.25	12	780 16		780 16	42 75		
21	Lewiston and South Auburn	Grand Trunk Rwy.	5.85	12	250 08		250 08	42 75		
22	Bridgton Junction (n. o.) and Bridgton.	Bridgton and Saco River R. R.	16.59	12	723 48		723 48	43 61		
23	Monson Junction (n. o.) and Monson.	Monson R. R.	6.16	12	263 34		263 34	43 75		
					125,905 53	19,649 73	144,955 26			

NEW HAMPSHIRE.									
1001	Concord and Nashua.....	Concord R. R. Corporation .....	26.28	33	7,289 74	1,451 20	8,740 94	200 93	40 00
1002	Concord and Portsmouth.....	.....do .....	59.66	12	4,692 85	.....	4,692 85	78 66	.....
1003	Manchester and North Weare.....	.....do .....	19.95	12	852 86	.....	852 86	42 75	.....
1004	Hooksett and Pittsfield.....	.....do .....	20.35	6	991 85	.....	991 85	48 74	.....
1005	Concord and Wells River.....	Boston, Concord and Montreal R. R. ....	94.01	27	12,619 90	880 87	13,500 77	134 24	9 37
1006	Groveton and Wells River.....	.....do .....	53.71	11.86	5,648 68	.....	5,648 68	105 17	.....
1007	Wing Road (n. o.) and Fabyan House.....	.....do .....	13.54	24	949 28	.....	949 28	70 11	.....
1008	Concord and White River Junction.....	Northern R. R. ....	69.64	17.15	11,789 35	2,828 77	14,618 12	169 29	40 62
1009	Concord and Claremont Junction (n. o.).....	Concord and Claremont R. R. ....	56.80	15.70	2,962 68	.....	2,962 68	52 16	.....
1010	Contoocook and Peterborough.....	.....do .....	32.76	8.66	1,400 49	.....	1,400 49	42 75	.....
1011	Nashua and Greenfield.....	Boston and Lowell R. R. Corporation. ....	26.59	18	1,932 56	.....	1,932 56	72 68	.....
1012	Nashua and Rochester.....	Worcester and Nashua R. R. ....	48.83	12	5,185 45	.....	5,185 45	105 17	.....
1013	Dover and Alton Bay.....	Boston and Maine R. R. ....	28.42	13.05	1,555 14	.....	1,555 14	54 72	.....
1014	Conway Junction (n. o.) and North Conway.....	Eastern R. R. ....	71.09	8.57	5,896 20	.....	5,896 20	82 94	.....
1015	Wolfborough Junction and Wolfborough.....	.....do .....	12.11	12	517 70	.....	517 70	42 75	.....
1016	Portsmouth and Dover.....	.....do .....	11.32	19.06	483 93	.....	483 93	42 75	.....
1017	Greenfield and Keene.....	Manchester and Keene R. R., James A. Weston, George A. Ramsdell, and John Kimball, trustees. ....	29.84	12	1,275 66	.....	1,275 66	42 75	.....
1018	Whitefield Junction (n. o.) and Meadows.....	Whitefield and Jefferson R. R. ....	8.52	7.74	364 23	.....	364 23	42 75	.....
1019	Vacant.....	.....	.....	.....	.....	.....	.....	.....	.....
1020	Franklin and Bristol.....	Northern R. R. ....	13.11	6	560 45	.....	560 45	42 75	.....
1021	Rollingsford (n. o.) and Great Falls.....	Boston and Maine R. R. ....	2.50	24	117 57	.....	117 57	47 03	.....
1022	Plymouth and North Woodstock.....	Boston, Concord and Montreal R. R. ....	21.06	13.98	900 31	.....	900 31	42 75	.....
VERMONT.									
2001	Burlington and Rouse's Point.....	Central Vermont R. R. ....	57.10	20.32	8,543 87	1,570 15	10,114 02	149 63	{ 50 00 For 24.5 miles.
2002	Windsor and Essex Junction.....	.....do .....	110.13	13.79	17,797 00	4,976 62	22,773 62	161 60	{ 10 62 For 32.5 miles.
2003	Bellevue Falls and Burlington.....	.....do .....	120.39	14.97	17,602 22	713 66	18,315 88	146 21	{ 50 00 For 96 miles.
2004	Bellevue Falls and Windsor.....	Sullivan County R. R. ....	26.32	18	4,230 67	829 00	4,559 67	160 74	{ 12 50 For 14.13 miles.
2005	Brattleborough and Bellows Falls.....	Vermont Valley R. R. Co. of 1871. ....	24.02	18	3,902 04	300 25	4,202 29	162 45	{ 12 50 For 67.2 miles.
2006	Saint Albans and Canada Line (n. o.).....	Central Vermont R. R. ....	14.52	6	893 85	.....	893 85	61 56	.....
2007	Saint Albans and Richford.....	Missisquoi R. R., W. C. Smith, B. P. Cheney, and W. B. Stevens, trustees. ....	28.91	6	2,002 30	.....	2,002 30	69 26	.....
2008	Leicester Junction and Addison Junction.....	Central Vermont R. R. ....	15.62	6	667 75	.....	667 75	42 75	.....

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for railway post-office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post-office cars. Dollars.	Remarks.
<b>VERMONT—Continued.</b>										
2009	Rioford and Newport	Southeastern Rwy.	32	6	2,243 52	.....	2,243 52	70 11	.....	
2010	White River Junction and Derby Line.	Connecticut and Passumpsic Rivers and Massachusetts Valley R. R.	115.03	9.20	15,046 91	1,928 23	16,975 14	120 82	{ 12 50 9 37	For 105.3 miles. For 66.1 miles.
2011	South Lunenburg and Swanton	St. Johnsbury and Lake Champlain R. R.	118	7.61	8,272 96	.....	8,272 96	70 11	.....	
2012	Wells River and Montpelier	Montpelier and Wells River R. R.	38.80	12	2,521 23	.....	2,521 23	64 96	.....	
2013	White River Junction and Woodstock.	Woodstock R. R.	14.44	13	617 31	.....	617 31	42 75	.....	
2014	June	Burlington and La Moille R. R.	34.47	9	1,473 59	.....	1,473 59	42 75	.....	
2015	.....	Bennington and Rutland R. R.	57.00	13.25	7,781 18	557 55	8,338 73	135 09	10 62	For 52.5 miles.
2016	.....	Central Vermont R. R.	36.15	6	2,349 02	.....	2,349 02	64 96	.....	
2017	.....	do	7	13	299 25	.....	299 25	42 75	.....	For 1.85 miles.
2018	.....	Bennington and Rutland R. R.	1.99	24	277 34	19 64	296 98	139 87	10 62	
<b>(N. O.).</b>										
<b>MASSACHUSETTS.</b>										
2001	Boston and Portland	Eastern R. R.	102.06	31.54	41,502 75	10,908 00	52,410 75	380 46	100 00	
2002	Boston and East Saugus	do	10.77	12	450 41	.....	450 41	42 75	.....	
2003	.....	do	19.09	24.26	1,245 78	.....	1,245 78	63 27	.....	
2004	.....	do	8.92	18	167 58	.....	167 58	42 75	.....	
2005	.....	do	21.29	16.55	910 14	.....	910 14	42 75	.....	
2006	.....	New York and New England R. R.	14.40	9.68	615 60	.....	615 60	42 75	.....	
2007	East Salisbury and Amesbury	Eastern R. R.	4.01	18	174 87	.....	174 87	43 61	.....	
2008	Wenham and Essex	do	5.41	12	231 27	.....	231 27	42 75	.....	
2009	Lynn and Marblehead	do	6.07	12.24	259 43	.....	259 43	42 75	.....	
2010	Wakefield and Peabody	do	8.02	6	342 85	.....	342 85	42 75	.....	
2011	Boston and Portland	Boston and Maine R. R.	116.33	22.45	18,897 89	2,730 31	22,628 11	162 45	{ 41 26 31 25	For 2.5 miles. For 103.83 miles.

3012	do	5.31	21	227 00	227 00	42 75	185 00	For 98.63 miles.
3013	do	7.76	12	298 60	298 60	38 48	67 50	For 108.43 miles.
3014	do	20.80	12	1,316 70	308 00	42 75		
3015	Newton Junction and Merrimac	4.85	12	207 33	207 33	42 75		
3016	Boston and Lowell R. R. Corporation.	26.02	41.87	5,072 83	1,801 00	194 94	50 00	
3017	Lowell and Lawrence	14.25	21	609 18	609 18	42 75		
3018	Winchester and Woburn	2.23	21	95 33	95 33	42 75		
3019	Bedford	12.57	18.8	537 36	537 36	42 75		
3020	do	16.74	12	1,560 16	1,560 16	93 20		
3021	Fitchburg R. R.	106.71	86.24	21,782 60	1,982 04	206 06	18 75	
3022	do	87.12	21	7,236 17	696 00	194 94	18 75	
3023	Hudson	9.18	18	392 44	392 44	42 75		
3024	Ayer and Greenville	23.83	12	1,406 97	1,406 97	61 56		
3025	Boston and Albany	202.06	45.11	107,803 05	35,228 07	533 62		
3026	Grafton Depot (n. o.) and Millbury	4.46	9	171 62	171 62	38 48		
3027	do	2.09	15	69 34	69 34	42 75		
3028	Pittsfield and North Adams	12.31	24	536 25	536 25	42 75		
3029	Palmer and Winchendon	21.18	23.93	1,177 18	211 80	55 58	10 00	
3030	North Brookfield and East Brookfield.	49.67	12.54	2,505 85	2,505 85	50 45		
3031	do	4.87	27	186 81	186 81	42 75		
3032	Natick and Saxonville	8.87	12	165 44	165 44	42 75		
3033	Boston and Bellingham	31.74	23.48	1,573 98	1,573 98	49 50		
3034	Boston and Willimantic	85.80	28.6	17,679 94	17,679 94	208 06		
3035	Boston and Providence	44.19	52.45	9,256 92	3,462 63	209 48	77 00	
3036	Boston and Dedham	10.25	23.37	473 24	473 24	46 17		
3037	Canton Depot (n. o.) and Stoughton.	4.16	21	177 84	177 84	42 75		
3038	Old Colony R. R.	11.36	110.87	2,156 24	142 00	189 81	12 50	
3039	do	61.23	21.42	6,127 45	288 62	100 04	12 50	For 23.00 miles.
3040	do	8.13	8.89	347 55	347 55	42 75		
3041	do	80.80	12	10,625 25	1,078 76	123 12	13 50	
3042	do							
3043	do	31.08	10.83	939 64	939 64	42 75		
3044	do	34.43	28.03	2,355 01	2,355 01	68 40		
3045	do	17.53	12	793 72	793 72	44 46		
3046	do	26.62	30.19	1,729 76	1,729 76	64 98		
3047	do	4.83	18	239 51	239 51	49 59		
3048	do	8.86	12	143 64	143 64	42 75		
3049	do	30.34	12	3,009 12	3,009 12	59 16		
3050	do	15.59	12	719 79	719 79	46 17		
3051	New Bedford and Fitchburg	92.77	21.03	7,455 92	7,455 92	80 37		
3052	East Thompson and Southbridge	18.06	12	772 06	772 06	43 75		
3053	Greenfield and Turner's Falls	4.37	24	188 81	188 81	42 75		
3054	New Bedford and Fall River	15	16	641 25	641 25	42 75		

## C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	MASSACHUSETTS—Continued.									
3055	Fitchburg and Lowell Falls.	Cheshire R. R.	64.54	18	9,105 30	.....	9,105 30	141 08	.....	
3056	South Vernon Junction (n. o.) and Keene.	Connecticut River R. R.	24.32	12	1,393 29	.....	1,393 29	57 29	.....	
3057	Worcester and Winchendon.	Boston, Barre and Gardner R. R.	37.92	16.32	2,962 78	.....	2,962 78	78 66	.....	
3058		Cheshire R. R.	16.62	9.39	767 34	.....	767 34	46 17	.....	
3059		Milford and Woonsocket R. R.	4.10	12	175 27	.....	175 27	42 75	.....	
3060		Hopkinton R. R.	11.93	12	510 00	.....	510 00	42 75	.....	
3061		Central Vermont R. R.	34.96	9.68	2,862 83	.....	2,862 83	87 35	.....	
3062		do.	21.30	22.65	2,944 54	.....	2,944 54	137 06	.....	
3063		Manchester and Lawrence R. R.	27.05	18	3,678 80	.....	3,678 80	135 96	.....	
3064		Old Colony R. R.	32.20	18.38	1,789 57	.....	1,789 57	55 59	.....	
	ton Station									For 10.28 miles.
3065	Atlantic and West Quinoy.	do.	2.66	12	156 46	.....	156 46	42 75	.....	
3066	Worcester and Nashua.	Worcester and Nashua R. R.	46.93	16.34	6,179 27	.....	6,179 27	131 67	.....	
3067	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R.	52.94	42.7	9,731 96	661 75	10,393 71	183 83	12 59	
3068	Springfield and Athol.	Boston and Albany R. R.	47.99	6	2,334 15	.....	2,334 15	48 74	.....	
3069	Holyoke and Westfield.	New Haven and Northampton Company.	10.53	12	450 15	.....	450 15	43 75	.....	
3070	Ashburnham Depot and Ashburnham.	Ashburnham R. R.	2.89	24	123 54	.....	123 54	43 75	.....	
3071	Van Deusen and State Line.	Housatonic R. R.	11.92	11.46	687 86	.....	687 86	62 42	.....	
3072	Boston and Waltham.	Fitchburg R. R.	10.90	11.33	405 97	.....	405 97	43 75	.....	
3073	Lowell and Nashua.	Boston and Lowell R. R. Corporation.	14.77	30	2,727 72	738 50	3,466 22	184 68	50 00	
3074	Vacant.									
3075	Bellingham and Franklin.	Milford, Franklin and Providence R. R.	5.37	6	229 56	.....	229 56	43 75	.....	
			2,025.69		334,436 41	50,805 99	385,242 40			
	RHODE ISLAND.									
4001	Providence and Worcester.	Providence and Worcester R. R.	43.93	27.2	4,318 65	.....	4,318 65	86 23	.....	
4002	Providence and Groton.	New York, Providence and Boston R. R.	62.16	32.36	12,853 23	3,105 00	15,958 23	238 16	50 00	

4003	Vacant.	Providence and Bristol	14.29	15.11	925 86		925 96	64 96	
4004		Providence and Bristol R.R.							
4005		Warren and Fall River	9.95	13	484 86		484 96	48 74	
4006		Providence and Pascoag							
4006		Providence and Pascoag	23.15	6	1,003 26		1,003 36	60 26	
4007		Kingston Depot (n. o.) and Narragansett Pier.	9.14	12.9	300 73		300 73	42 75	
4008		Auburn and Hope							
4008		New York, Providence and Boston R.R.	10.77	12	400 41		400 41	42 75	
4009		Wood River Junction (n. o.) and Hope Valley.	5.25	13	254 86		254 86	42 75	
			179.37		22,305 78	3,105 00	25,410 78		
CONNECTICUT.									
5001		Norwich and Worcester	60.60	21	5,344 96		5,344 96	63 07	
5002		Vacant.							
5003		Middletown and Berlin Depot (n. o.)	11.15	27	429 05		429 05	38 48	
5004		New Haven and New London							
5004		New Haven and New London	61.71	31	11,760 40	3,376 25	15,638 65	227 43	75 00
5005		New York and Springfield	135.50	61.55	91,352 40	23,025 28	114,377 68	573 74	189 08
5006		Waterbury and Watertown							135 45
5007		Hopewell Junction and Providence	6.41	13	274 02		274 02	42 75	
5008		Vernon Depot and Melrose	163.08						
5008		New London and Palmer	17.5	17.5	23,435 55		23,435 55	132 53	
5010		New Haven and Williamsburgh	12.95	15.03	553.61		553 61	42 75	
			65.47	13.23	4,982 26		4,982 26	76 10	
			85.17	15.03	8,006 04		8,006 04	101 75	
5011			62.08	16.04	6,152 13		6,152 13	99 18	
5012			110.55	18	11,153 38		11,153 38	100 89	
5013			23.61	24	2,281 19		2,281 19	96 63	
5014			54.62	10.41	7,515 98		7,515 98	137 03	
5015		Hartford and Saybrook Point	46.08	9.7	3,073 07	238 00	3,361 07	60 69	\$ 25
5016		Hartford and Springfield	33.61	6	1,411 17		1,411 17	42 75	
5017		New Haven and Ansonia	13.29	24	305 83		305 83	60 71	
5018		Hartford and Milford	69.93	26.5	5,441 25		5,441 25	79 81	
5019		Litchfield and Hawleyville	32.75	6	1,456 06		1,456 06	44 45	
5020		Turnerville and Colchester	4.90	15	196 45		196 45	42 75	
5021		Farmington and New Hartford	14.26	16.7	733 59		733 59	51 30	
5022		Danbury and Brookfield Junction (n. o.)	6.25	16	267 18		267 18	42 75	
5023		Branchville and Ridgefield	4.56	6	196 23		196 23	42 75	

For 72.23 miles.  
For 62.36 miles.

For 78.23 miles.  
For 62.34 miles.

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
5024	CONNECTICUT—Continued.			6	307 57	.....	307 57	47 03	.....	
5025	Bethel and Hawleyville .....	Danbury and Norwalk R. R.	6.34		204 77	.....	204 77	42 75	.....	
	Windsor Locks and Suffield .....	New York, New Haven and Hartford R. R.	4.79	21	.....	.....	.....	.....	.....	
	NEW YORK.		1,163.06		187,968 33	27,191 53	215,160 86			
6001	New York and Dunkirk .....	{ New York, Lake Erie and } Western R. R.	452.55	25.86	103,339 00	31,032 00	135,001 00	224 87	{ 90 80 40 80	For 332 miles. For 127.35 miles.
6002	Tallman and Piermont .....	do .....	14.15	7.24	604 91	.....	604 91	42 75	.....	
6003	Buffalo and Suspension Bridge .....	do .....	26.10	28.24	1,063 76	.....	1,963 76	75 24	.....	
6004	Newburgh and Greycourt (n. o.) .....	do .....	19.06	20.95	1,271 11	.....	1,271 11	66 80	.....	
6005	Rochester and Avon .....	do .....	19.09	22	1,048 67	.....	1,048 67	86 36	.....	
6006	Avon and Danville .....	do .....	30.19	15.03	2,163 24	.....	2,163 24	71 83	.....	
6007	.....	do .....	110.97	16.55	10,057 21	.....	10,057 21	90 63	.....	
6008	.....	do .....	92.73	25.08	14,006 44	.....	14,006 44	158 18	.....	
6009	.....	do .....	10.65	12	882 06	.....	882 06	64 13	.....	
6010	Gothen and Pine Island .....	do .....	12.09	12	516 84	.....	516 84	42 78	.....	
6011	New York and Buffalo .....	{ New York Central and Hud- } son River R. R.	442.00	46.52	450,343 84	157,440 00	608,286 84	1,020 02	{ 370 00 330 00	For 308.5 miles. For 152.5 miles.
6012	Troy and Schenectady .....	do .....	22.00	24.5	4,081 88	.....	4,081 88	185 54	.....	
6013	.....	do .....	104.00	28.48	16,361 28	4,160 00	20,521 28	157 32	40 00	
6014	.....	do .....	60.00	6	3,676 50	.....	3,676 50	42 75	.....	
6015	Buffalo and Lewiston .....	do .....	22.00	16	1,072 28	.....	1,072 28	48 74	.....	
6016	New York (156th street) and Brew- ster's Station .....	New York City and Northern R. R.	23.00	38.51	2,653 21	.....	2,653 21	91 49	.....	
6017	.....	do .....	54.70	6	2,759 61	.....	2,759 61	50 45	.....	
6018	Rochester and Niagara Falls .....	New York Central and Hud- son River R. R.	76.80	26	11,308 52	.....	11,308 52	148 77	.....	
6019	Dunkirk and Titusville .....	Valley L n Canal	91.16	9.62	5,373 44	.....	5,373 44	59 00	.....	
6020	Albany Junction (n. o.) and Troy .....	do .....	6.20	24	728 26	.....	728 26	117 14	.....	
6021	Rochester and Charlotte .....	do .....	2.00	17.5	394 75	.....	394 75	42 75	.....	
6022	New York and Chatham .....	do .....	132.50	12.00	12,719 83	.....	12,719 83	97 47	.....	
6023	Golden's Bridge and Mahopac .....	do .....	7.50	12	329 62	.....	329 62	42 75	.....	



[illegible]

**Pay not fixed on 24.79 miles.**

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office care.	Remarks.
			Miles		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	New York—Continued.		123	10.88	9,464 85		9,464 85	76 85		
0056	Buffalo and Rapariorum.....	Buffalo, New York and Philadelphia R. R.								
0059	Olean and Nunda Junction (n. o.)...	Lackawanna and Pittsburgh R. R.	70.14	12	1,731 80		1,731 80	43 75		Pay not fixed on 20.63 miles.
0060	Skenesateles Junction (n. o.) and Skenesateles.	Skenesateles R. R.	5.16	31	220 50		220 50	43 75		
0061	Buffalo and Corry.....	Phila.	32.91	20	7,396 90		7,396 90	78 66		
0062	Greycourt (n. o.) and McAfee Valley		21.72	12	928 53		928 53	43 75		
0063	Canandaigua and Elmira.....		69.79	18	7,757 15		7,757 15	111 15		
0064	Syracuse and Oswego.....	Delaware, Lackawanna and Western R. R.	35.40	18.5	2,378 79		2,378 79	94 91		
0065	Syracuse and Binghamton.....	Syracuse, Binghamton and New York R. R.	80.31	16	6,600 91		6,600 91	82 94		
0066	Rouse's Point and Canada Line (n. o.)	Champlain and St. Lawrence R. R.	1.20	6	112 85		112 85	84 05		
0067	Troy and North Adams.....	Troy and Boston R. R.	48.46	30.18	9,872 72	908 62	10,781 34	203 75	18 75	448 per annum additional for service between New York and Stapleton.
0068	Stapleton and Tottenville.....	Staten Island R. R.	13	12	555 75		555 75	42 75		
0069	Hudson and Chatham.....	Boston and Albany R. R.	17.94	18	766 93		766 93	43 75		
0070	East Gainesville and Perry.....	Silver Lake Rwy.....	6.83	12	291 98		291 98	43 75		
0071	Syracuse and Earlville.....	Syracuse, Chenango and New York R. R.	44.11	11.49	2,187 41		2,187 41	49 50		
0072		Geneva, Ithaca and Sayre R. R.	92.62	6	5,968 72		5,968 72	75 24		
0073		Ulster and Delaware R. R.	78.64	12	5,288 82		5,288 82	71 82		
0074		New York, Lake Erie and New York R. R.	12.80	22.1	845 38		845 38	51 30		
0075			78.96	15	5,400 05		5,400 05	76 10		
0076	Freeville and Auburn.....		38.70	6	1,697 17		1,697 17	43 75		
0077	Saratoga Springs and Schuylerville.	and	12.55	6	578 28		578 28	43 75		
0078	Port Jervis and Monticello.....	Itallo	24.70	6	1,677 16		1,677 16	43 16		
		R. R.								

0079	Poughkeepsie and State Line (n. o.)	44.98	6	1,920 75	1,920 75	43 75
0080	Catskills and Cortland	48.08	7.69	2,231 42	2,231 42	65 84
0081	Fonda and Northville	24.92	14.23	1,923 39	1,923 39	71 83
0082	Johnsonville and Greenwich	14.99	15.87	640 82	640 82	42 75
0083	Montgomery and Rondout	25.71	8.23	1,892 98	1,892 98	53 01
0084	Sayre and North Fair Haven	112.92	12.82	5,113 15	5,113 15	53 16
0085	Dutchess Junction and Millerton	37.97	6	2,221 97	2,221 97	55 58
0086	Cooperstown and Cooperstown Junction	16.25	12	847 99	847 99	52 16
0087	Utica and Black River R. R.	91.97	16.86	11,952 42	11,952 42	129 96
0088	do	60.77	12	5,683 76	5,683 76	98 50
0089	Geneva Ithaca and Saratoga R. R.	39.15	4	1,874 50	1,874 50	47 88
0090	do	34	4	1,453 50	1,453 50	42 75
0091	do and	60.72	13	4,531 05	4,531 05	64 98
0092	Middletown and Pine Bush	14.18	6	808 19	808 19	42 75
0093	Long Island City and Sag Harbor	99.67	12	7,840 04	7,840 04	78 68
0094	Long Island City and Whitestone (n. o.)	12	13	788 72	788 72	61 54
0095	North Creek	67.96	6	4,212 52	4,212 52	72 68
0096	do	9.81	21	419 37	419 37	42 75
0097	do	25.70	7.2	1,770 36	1,770 36	49 50
0098	Whitehall and Castleton	14.34	15	956 33	956 33	66 69
0099	Crown Point and Hammondville	11.98	6	460 99	460 99	38 48
0100	Valley Stream and Oceanside	8.50	12	363 37	363 37	43 75
0101	Sidney Plains and New Berlin	25.44	6	1,087 56	1,087 56	42 75
0102	Rochester and Salamanca	109.14	12	5,319 48	5,319 48	48 74
0103	Corning and Geneva	52.25	4	4,432 82	4,432 82	76 10
0104	Springville and Sardinia Junction (n. o.)	11.59	12	495 47	495 47	42 75
0105	Plattsburgh and Rogersfield	34.67	12	1,482 14	1,482 14	43 75
0106	Albany and Troy	7.37	75	1,518 68	1,518 68	206 06
0107	Mechanicville and Eagle Bridge	20.47	1	1,557 76	1,557 76	76 10
0108	Attica and Cuba	50.92	4	2,561 57	2,561 57	42 75
0109	New Rochelle and Harlem River (n. o.)	11.67	14.4	1,763 90	1,763 90	148 77
0110	DeKalb Junction and Norwood	24.61	18	1,346 65	1,346 65	54 72
0111	Mineola and Hempstead	2.50	18	106 87	106 87	42 75

Pay not fixed on 1.73  
miles



Pay not fixed.

Station	Buffalo and Ashford Junction (n. o.)	Rochester and Pittsburgh R.	49.26	6	1,415,250 97	843,300 86	1,758,539 85		
			7,021.41						
7001	New York and Easton	Central R. R. Co. of New Jersey	74	13	16,123 20		10,128 20	138 80	
7002	Romerville and Flemington	do	16.96	16	686 56		686 56	42 75	
7003	Elizabethport (n. o.) and Bayhead Junction (n. o.)	do	50	15	5,942 50		5,942 50	118 85	
7004	New York and Philadelphia	Pennsylvania R. R.	88.54	107.48	123,715 62	38,064 80	161,770 12	1,391 08	425 90
7005	Camden and Monmouth Junction	do	53.32	8.89	3,736 26		3,736 26	70 11	
7006	Camden and Hightstown	do	53.13	10.6	3,543 23		3,543 23	66 09	
7007		do	14.97	14	689 96		689 96	42 75	
7008		do	67.85	27.46	5,483 10		5,483 10	60 37	
7009		do	12.82	13	635 23		635 23	42 75	
7010		do	8.41	13	359 53		359 53	42 75	
7011		do	6.76	13	288 96		288 96	42 75	
7012		do	10.70	6	487 43		487 43	42 75	
7013		Morris and Essex R. R.	84.24	16.28	10,371 62		10,371 62	123 13	
7014		do	13.94	16.41	595 63		595 63	42 75	
7015		Camden and Atlantic R. R.	59.51	13	4,579 29		4,579 29	76 95	
7016									
7017		Northern R. R. Co. of New Jersey	23.45	12.47	1,727 19		1,727 19	60 71	
7018		Lobhigh Valley R. R.	54	19	4,986 36		4,986 36	82 34	
7019		West Jersey R. R.	34.71	12	1,483 85		1,483 85	42 75	
7020		do	7.31	6	312 50		312 50	43 75	
7021		do	17.01	12	756 26		756 26	44 48	
7022		do	11.28	13	482 23		482 23	42 75	
7023		Pennsylvania R. R.	27.64	13	1,488 96		1,488 96	63 87	
7024		New Jersey and New York R. R.	42.24	14.06	2,203 23		2,203 23	62 16	
7025	Waterloo and Franklin Furnace	Sussex R. R.	24.76	15.3	1,058 49		1,058 49	42 75	
7026	Sandy Hook (n. o.) and Pemberton Junction (n. o.)	New Jersey Southern Rwy	66	6	1,778 75		1,778 75	42 75	
7027	Newark and Mont Clair	Newark and Bloomfield R. R.	4.69	20.64	309 92		309 92	47 06	
7028	Hoboken and Denville	do	34.17	39	4,148 57		4,148 57	121 41	
7029	Whiting and Ateo	do	32.30	6	1,423 57		1,423 57	42 75	
7030	Newark and Paterson	do	13.24	15	506 01		506 01	42 75	
7031	Ateon and Bridgeton	Tuckerton R. R.	37.76	6	1,648 27		1,648 27	43 61	
7032	Whiting and Beach Haven	Cumberland and Maurice River R. R.	26.73	12	1,601 79		1,601 79	43 61	
7033	Bridgeton and Port Norris	do	20.60	13	880 65		880 65	42 75	
7034	Jersey City and Greenwood Lake	New York and Greenwood Lake R. R.	51.10	13	2,184 82		2,184 82	42 75	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	<b>New Jersey—Continued.</b>									
7035	Atco Junction (n. o.) and Williamstown.	Williamstown and Delaware River R. R.	9	10.92	384 75	.....	384 75	42 75	.....	
7036	Summit and Bernardsville.....	Passaic and Delaware R. R.	14.72	6	639 28	.....	639 28	42 75	.....	
7037	Jersey City and Middletown .....	New York, Susquehanna and	88.40	10	6,308 76	.....	6,308 76	60 71	.....	
7038	.....	.....	7.84	12	313 78	.....	313 78	42 75	.....	
7039	.....	.....	20.48	15	875 52	.....	875 52	42 75	.....	
7040	.....	Central R. R. Co. of New Jersey.	30.31	6	1,285 75	.....	1,285 75	42 75	.....	
7041	Camden and Cape May.....	West Jersey R. R.	81.15	12	4,383 25	.....	4,383 25	78 86	.....	
7042	Vacant.	Freehold and New York Rwy.	14.96	16.84	606 45	.....	606 45	44 46	.....	
7043	Keyport and Freehold .....	Philadelphia and Reading R. R.	4.28	12	182 97	.....	182 97	42 75	.....	
7044	Trenton and Trenton Junction (n. o.) .....	.....	7.24	6	309 51	.....	309 51	42 75	.....	
7045	Haddonfield and Marlton .....	Philadelphia, Marlton and Medford R. R.	6.04	18	294 38	.....	294 38	48 74	.....	
7046	Bordentown and Trenton .....	Pennsylvania R. R.	14.20	10.10	801 30	.....	801 30	58 43	.....	
7047	Jamesburgh and South Amboy .....	.....do.....	6.63	11.09	283 43	.....	283 43	42 75	.....	
7048	Branchville Junction (n. o.) and Branchville.	Sussex R. R.	9.80	10.10	418 95	.....	418 95	42 75	.....	
7049	.....th.....	.....	22.42	11.81	958 45	.....	958 45	42 75	.....	
7050	.....	.....	21.02	12	1,584 42	.....	1,584 42	74 38	.....	
7051	.....	Hudson River Rwy.	41.48	6	1,950 80	.....	1,950 80	47 03	.....	
7052	.....	.....	3.37	36	175 77	.....	175 77	52 16	.....	
7053	Princeton Junction and Princeton .....	Pennsylvania R. R.	25.58	6	1,221 79	.....	1,221 79	42 75	.....	
7054	Whiting and Bayhead Junction (n. o.) .....	Philadelphia and Long Branch R. R.	9.93	6	426 84	.....	426 84	42 75	.....	
7055	East Junction (n. o.) and West Junction (n. o.) .....	New York, Lake Erie and Western R. R.	11.47	12	627 63	.....	627 63	54 72	.....	
7056	Vacant.	West Jersey R. R.	47.85	6	2,945 58	.....	2,945 58	42 75	.....	
7057	Swedesborough and Riddleton Junction (n. o.) .....	New York, Susquehanna and Western R. R.								
7058	Two Bridges Junction (n. o.) and Stroudsburg.	.....								

7050	Delaware and Columbia Junction (n. o.).	2.16	6	135 00	43 75	Pay not fixed.
7060	Sea Isle Junction (n. o.) and Sea Isle City.	4.97	6	.....	.....	Pay not fixed.
7071	Angloes Junction (n. o.) and Angloes.	5.52	6	.....	.....	Pay not fixed.
		1,675.24		298,382 79	36,054 50	260,437 29
	PENNSYLVANIA.					
8001	Philadelphia and Pittsburgh.....	363	33.64	351,016 24	97,075 00	448,691 24
8002	Philadelphia and Pottsville.....	92.84	22.7	13,385 53	.....	13,335 53
8003	Philadelphia and West Chester ..	26.68	24	3,102 35	.....	3,102 35
8004	Philadelphia and Bethlehem .....	56.52	40.36	7,973 84	.....	7,973 84
8005	Philadelphia and Norristown.....	16.47	18	943 56	.....	943 56
8006	Philadelphia and Darby .....	7.05	12	271 28	.....	271 28
8007	Bridgeport and Downingtown .....	21.64	6	832 70	.....	832 70
8008	Chester and Point Deposit ..	59.34	24	6,073 57	.....	6,073 57
8009	Honesdale and Lackawanna .....	26.13	12	1,295 78	.....	1,295 78
8010	.....	205.57	23.38	29,353 34	.....	29,353 34
8011	..... (n. o.) and .....	52.68	15	2,348 82	.....	2,348 82
8012	Hazel Creek Bridge (n. o.) and Andover.	8.32	6	364 23	.....	364 23
8013	Pottsville and Herndon .....	82.93	10.44	4,305 08	.....	4,305 08
8014	Port Clinton and Williamsport ..	121.46	7	6,033 11	.....	6,033 11
8015	Sunbury and Sugar Loaf.....	43.61	6	1,804 32	.....	1,804 32
8016	Penn Haven Junction (n. o.) and Sugar Loaf.	24.70	13.72	1,393 92	.....	1,393 92
8017	Scranton and Northumberland.....	80.89	18	7,202 30	.....	7,202 30
8018	Scranton and Carbondale .....	17.57	12	1,126 76	.....	1,126 76
8019	Binghamton and New Hampton ..	144.56	17.56	15,450 57	.....	15,450 57
8020	Elmira and Hoytville .....	65.95	12	4,398 19	.....	4,398 19
8021	Williamsport and Elmira.....	79.71	18	10,222 80	.....	10,222 80
8022	Sunbury and Erie .....	39.61	14.15	26,503 67	.....	26,503 67
8023	Sunbury and Mount Carmel .....	27.44	12	1,173 06	.....	1,173 06
8024	Bradford and Carrollton .....	11.60	25.87	823 26	.....	823 26
8025	Irvine and Corry .....	95.13	12.97	5,855 59	.....	5,855 59



C.—Railroad service as in operation on the 30th of June, 1894.—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for railway post- office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post- office cars. Dollars.	Remarks.
<b>PENNSYLVANIA—Continued.</b>										
3026	Strasburgh and Leaman Place.....	Strasburgh R. R., Lease Phen- egar, lessee.	6.49	6	230 85	.....	230 85	42 75	.....	
3027	Lancaster and Middletown .....	Pennsylvania R. R. ....	81.04	14.81	2,353 09	.....	2,353 09	74 39	.....	
3028	Harrisburgh and Auburn .....	Philadelphia and Reading R. R.	52.78	7.79	2,519 25	.....	2,519 25	42 75	.....	
3029	.....	Pennsylvania Company .....	15.43	12	1,570 00	.....	1,570 00	101 75	.....	
3030	.....	.....	94.03	15.31	9,223 58	.....	9,223 58	97 47	.....	
3031	.....	.....	40.14	15.52	2,059 18	.....	2,059 18	51 30	.....	
3032	.....	.....	69.52	7.14	3,507 28	.....	3,507 28	50 45	.....	
3033	.....	.....	7.96	6	314 64	.....	314 64	42 75	.....	
3034	Huntingdon and Mount Dallas Sta- tion (n. o.).	.....	45.15	12	3,268 70	.....	3,268 70	74 39	.....	
3035	Tyrone and Curwinstown .....	Pennsylvania R. R. ....	47.06	11.10	3,178 44	.....	3,178 44	66 09	.....	
3036	Altoona and Henrietta.....	do .....	22.53	13	1,471 09	.....	1,471 09	53 87	.....	
3037	Cresson and Ebensburg .....	do .....	10.90	12	479 27	.....	479 27	43 61	.....	
3038	.....	do .....	55.05	6	3,342 08	.....	3,342 08	80 71	.....	
3039	.....	do .....	68.04	12	5,002 97	.....	5,002 97	73 53	.....	
3040	.....	Baltimore and Ohio R. R. ....	71.09	12	1,441 83	.....	1,441 83	44 46	.....	Pay not fixed on 38.69 miles.
3041	.....	.....	182.08	13	17,105 11	.....	17,105 11	129 06	.....	
3042	.....	.....	19.14	12	1,243 71	.....	1,243 71	64 98	.....	
3043	.....	..... and .....	36.62	18	2,223 20	.....	2,223 20	60 71	.....	
3044	Erie and New Castle .....	Ohio R. R. ....	98.47	12	9,250 30	.....	9,250 30	83 79	.....	
3045	Oil City and Ashtabula .....	Pennsylvania Company .....	87.56	9.4	5,240 46	.....	5,240 46	59 85	.....	
3046	Bethlehem and Bangor .....	.....	82.20	13	1,376 54	.....	1,376 54	42 75	.....	
3047	Downingtown and New Holland .....	.....	27.09	10	1,444 31	.....	1,444 31	52 16	.....	
3048	Westchester and Phoenixville .....	.....	13.42	6	274 74	.....	274 74	38 48	.....	Pay not fixed on 11.28 miles.
3049	Lewistown Junction (n. o.) and Mil- roy.	do .....	12.94	13	553 18	.....	553 18	42 75	.....	
3050	Pottsville and Frankville. ....	Philadelphia and Reading R. R.	11.03	10.47	496 75	.....	496 75	42 75	.....	

8051	Greenville and Butler .....	Shenango and Allegheny R. R.	57.29	13	1,081.00	.....	1,081.00	.....	45.83	Pay not fixed on 21.3 miles
8052	Carlisle and Pine Grove Furnace ..	and	18.93	13	808.38	.....	808.38	.....	43.75	
8053	Freeport and Butler .....	.....	22.14	12	1,287.31	.....	1,287.31	.....	53.14	
8054	Wilmington and Reading .....	R. R.	73.08	6	3,124.17	.....	3,124.17	.....	42.75	
8055	Pittsburgh and Washington .....	and	23.49	21	1,787.58	.....	1,787.58	.....	76.19	
8056	Parklomen Junction (n. o.) and Emma ..	.....	37.00	7.75	1,539.73	.....	1,539.73	.....	43.61	
8057	Pottstown and Barto's .....	.....	13.28	9.48	567.73	.....	567.73	.....	43.75	
8058	Jeddo and Freeland .....	.....	2.34	6	138.51	.....	138.51	.....	43.75	
8059	Lebanon and Tower City ..	.....	43.40	10.00	1,855.35	.....	1,855.35	.....	42.75	
8060	Towanda and Bernice .....	.....	24.15	6	1,082.41	.....	1,082.41	.....	42.75	
8061	Carbon .....	Carbon	14.26	10.4	609.61	.....	609.61	.....	42.75	
8062	.....	.....	4.84	21	206.91	.....	206.91	.....	42.75	
8063	.....	.....	150.32	18.16	18,798.05	.....	18,798.05	.....	111.15	
8064	Carbondale and Squeebanna. ....	.....	59.14	6	1,673.28	.....	1,673.28	.....	43.75	
8065	Corning and Antrim .....	.....	52.40	13	3,564.16	.....	3,564.16	.....	68.46	
8066	Phoenixville and Uwchland. ....	.....	11.83	6	505.73	.....	505.73	.....	42.75	
8067	Lewistown and Spring Mills. ....	.....	42.45	7.32	1,814.73	.....	1,814.73	.....	42.75	
8068	Union City and Titensville .....	.....	14.10	6	662.77	.....	662.77	.....	43.75	
8069	.....	.....	17.19	6	661.47	.....	661.47	.....	38.43	
8070	.....	.....	45.37	12	1,929.56	.....	1,929.56	.....	43.75	
8071	Cumberland Valley R. R. ....	.....	19.38	6	838.49	.....	838.49	.....	43.75	
8072	Pennsylvania R. R. ....	.....	45.29	13	2,594.66	.....	2,594.66	.....	57.29	
8073	Philadelphia and Reading R. R.	.....	89.51	23.21	11,575.99	.....	11,575.99	.....	139.11	
8074	do .....	do	7.26	6	279.36	.....	279.36	.....	36.48	
8075	do .....	do	16.87	18	566.97	.....	566.97	.....	53.16	
8076	Allegheny Valley R. R. ....	.....	110.45	12	6,827.87	.....	6,827.87	.....	57.29	
8077	Mont Alto R. R. ....	.....	23.43	13	1,061.63	.....	1,061.63	.....	43.75	
8078	Monroes Rwy. ....	.....	28.27	13	1,298.54	.....	1,298.54	.....	43.75	
8079	Central R. R. Co. of New Jersey	.....	19.86	6	846.53	.....	846.53	.....	43.75	
8080	Cumberland Valley R. R. ....	.....	8.35	12	273.38	.....	273.38	.....	43.75	
8081	Pennsylvania R. R. ....	.....	31.30	12	2,897.15	.....	2,897.15	.....	60.71	
8082	.....	.....	23.32	12	.....	.....	.....	.....	43.75	
8083	Beckman Valley R. R. ....	.....	12.97	9.8	709.71	.....	709.71	.....	54.72	
8084	Pennsylvania R. R. ....	.....	23.35	13	961.18	.....	961.18	.....	42.75	
8085	.....	.....	23.35	9.86	965.46	.....	965.46	.....	42.75	
8086	.....	.....	30.06	7.89	1,285.06	.....	1,285.06	.....	42.75	
8087	.....	.....	43.58	6	2,794.78	.....	2,794.78	.....	84.13	
8088	.....	.....	21.26	13	1,004.62	.....	1,004.62	.....	43.75	
8089	.....	.....	2.70	6	188.17	.....	188.17	.....	43.75	
8090	Pennsylvania R. R. ....	.....	43.78	6	1,889.45	.....	1,889.45	.....	43.75	
8091	Philadelphia and Reading R. R.	.....	9.19	13	389.02	.....	389.02	.....	43.75	
8092	Baltimore and Ohio R. R. ....	.....	.....	.....	.....	.....	.....	.....	.....	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office care, railway post-office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care, railway post-office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
8091	Pennsylvania—Continued. Larabee and Clermont .....	Buffalo, New York, and Philadelphia R. R.	22.04	8.45	942 21	.....	942 21	42 75	.....	
8092	.....	Bottom Rwy. R. R. ....	40.07	6	1,953 01	.....	1,953 01	48 74	.....	
8093	.....	R. R. ....	10.39	6	444 17	.....	444 17	42 75	.....	
8094	.....	R. ....	20	2.25	855 00	.....	855 00	42 75	.....	
8095	.....	astle Shan- .....	0.02	6	257 37	.....	257 37	42 75	.....	
8096	New Castle and Stoneborough .....	..... and Phila- .....	35.00	7.34	1,653 19	.....	1,653 19	48 86	.....	
8097	White Haven and Upper Lehigh .....	any of New .....	9.35	6	379 02	.....	379 02	38 48	.....	
8098	Norristown and Lansdale .....	Stony Creek R. R. ....	10.30	6	440 32	.....	440 32	42 75	.....	
8099	Osceola Mills and Ramey .....	Pennsylvania R. R. ....	8.88	12	379 02	.....	379 02	42 75	.....	
8100	Tamaqua and Mauch Chunk .....	Central R. R. Company of New Jersey. ....	13.70	6	585 67	.....	585 67	42 75	.....	
8101	Wilkes Barre and Wanamie .....	do .....	11.55	6	444 44	.....	444 44	36 48	.....	
8102	Hanover Junction and Gettysburg { .....	Hanover Junction, Hanover and Gettysburg R. R. ....	13	12	2,055 82	.....	2,055 82	71 82	.....	
8103	Jenkintown and Bound Brook .....	Philadelphia and Reading R. R. ....	49.62	12.1	2,129 80	.....	2,129 80	42 75	.....	
8104	South West Junction (n. o.) and Fair- chance. ....	Pennsylvania R. R. ....	44.13	6	2,829 41	.....	2,829 41	64 13	.....	
8105	.....	Tionesta Valley R. R. ....	12.24	8	523 26	.....	523 26	42 75	.....	
8106	.....	Northern Central Rwy. ....	21.04	10.14	899 46	.....	899 46	42 75	.....	
8107	.....	Meadville and Linesville Rwy. ....	21.10	6	902 02	.....	902 02	42 75	.....	
8108	.....	Pennsylvania R. R. ....	45	6	1,923 75	.....	1,923 75	42 75	.....	
8109	Abington Station (n. o.) and Bready- ville. ....	Northeast Pennsylvania R. R. ....	9.94	18.3	518 47	.....	518 47	52 16	.....	
8110	Catawissa Junction (n. o.) and Tiroli. .....	Williamsport and North Branch R. R. ....	10.98	12	245 88	.....	245 88	42 75	.....	Pay not fixed on 5.19 miles.
8111	Vacant. ....	.....	.....	.....	.....	.....	.....	.....	.....	
8112	Foxburgh and Kane .....	Pittsburgh and Western R. R. ....	52.20	12.31	4,263 51	.....	4,263 51	65 84	.....	Pay not fixed on 17.9 miles.
8113	Tyrone and Benora .....	Pennsylvania R. R. ....	25.34	6	1,104 06	.....	1,104 06	42 75	.....	
8114	Washington and Waynesburgh .....	Waynesburgh and Washing- ton R. R. ....	28.87	12	1,667 94	.....	1,667 94	64 13	.....	
8115	Pittsburgh and Liberty .....	Baltimore and Ohio R. R. ....	14.24	6	606 76	.....	606 76	43 75	.....	

Station	Delaware and Hudson Canal Company.	18.02	12	836.75	836.75	42.75	836.75	42.75	Pay not fixed on 1.1 miles.
8116 Honesdale and Carbondale.....									
8117 Newtown Junction (n. o.) and New town.....	Newtown and	27.10	12	1,153.53	1,153.53	42.75	1,153.53	42.75	
8118 Latsboro and Ligonier .....	L. R.	18.87	6	456.14	456.14	42.75	456.14	42.75	
8119 Shenandoah and Mahanoy Plains ..	Reading R. R.	6.90	13	294.97	294.97	42.75	294.97	42.75	
8120 Vacant.....									
8121 Bradford and Olean.....	York and Phila-	23.90	12	1,226.07	1,226.07	51.30	1,226.07	51.30	
8122 .....		7.06	12	327.46	327.46	42.75	327.46	42.75	
8123 .....	Lake Erie R. R.	70.03	26	10,532.25	10,532.25	148.77	10,532.25	148.77	
8124 .....	Western R. R.	30.82	6	1,524.57	1,524.57	53.43	1,524.57	53.43	
8125 .....		61.70	6	3,357.19	3,357.19	57.29	3,357.19	57.29	
8126 Bownessdale and Shippensburg ..	Harrisburgh and Potomac R. R.	32.45	6	862.86	862.86	34.29	862.86	34.29	
8127 Montour Junction (n. o.) and Imperial.....	Montour R. R.	10.97	15.34	468.96	468.96	42.75	468.96	42.75	
8128 Portland and Nazareth .....		25.61	14	1,094.82	1,094.82	42.75	1,094.82	42.75	
8129 Irwin's Station and Sewickley (n. o.) ..		9.79	6	334.81	334.81	34.29	334.81	34.29	
8130 Dagascabonds and Dague Mines.....		6.01	6	256.92	256.92	42.75	256.92	42.75	
8131 Landonburgh and Pomeroy .....		18.04	6	706.86	706.86	42.75	706.86	42.75	
8132 Bradford and Smithport .....	Bradford, Bordell and Kinsman R. R.	26.05	12	1,113.53	1,113.53	42.75	1,113.53	42.75	
8133 Eldred .....	do	14.25	12	670.17	670.17	47.03	670.17	47.03	
8134 .....	Lehigh Valley R. R.	6.23	12	266.33	266.33	42.75	266.33	42.75	
8135 .....	do	2.24	6	95.76	95.76	42.75	95.76	42.75	
8136 .....	do	4.09	12	174.84	174.84	42.75	174.84	42.75	
8137 .....		23.50	14.22	1,004.52	1,004.52	42.75	1,004.52	42.75	
8138 .....		6.18	6	264.19	264.19	42.75	264.19	42.75	
8139 Lawrenceville and Harrison Valley ..		32.18	12	832.40	832.40	64.13	832.40	64.13	
8140 Duncanville and Newry .....	Pennsylvania R. R.	2.18	12	185.94	185.94	42.75	185.94	42.75	
8141 Broad Ford and Mount Pleasant ..	Baltimore and Ohio R. R.	10.45	6	446.74	446.74	42.75	446.74	42.75	
8142 Vacant.....									
8143 Coalville Junction (n. o.) and Coal town.....	Shenango and Allegheny R. R.	3	6	128.25	128.25	42.75	128.25	42.75	
8144 Port Allegany and Condersport .....	Condersport and Port Alle-	16.03	6	713.07	713.07	42.75	713.07	42.75	
8145 Mercersburgh Junction (n. o.) and Mercersburgh.....	ganey R. R.	2.56	6	110.20	110.20	42.75	110.20	42.75	
8146 West Brownsville and Uniontown ..	Cumberland Valley R. R.	18.54	6	867.60	867.60	47.88	867.60	47.88	
8147 Clarion Junction (n. o.) and Clarion ..	Pennsylvania R. R.	6.73	12	287.70	287.70	42.75	287.70	42.75	
8148 North Clarion and Cherry Grove ..	Pittsburgh and Western R. R.	10.47	6	447.50	447.50	42.75	447.50	42.75	
8149 Lebanon and Cornwall .....	Warren and Farnsworth Val-	5.62	6	240.25	240.25	42.75	240.25	42.75	
8150 Williamsport and Stokesdale Junction (n. o.) ..	ley R. R.	78.52	6	4,967.96	4,967.96	63.27	4,967.96	63.27	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—Continued.										
8151	Youngwood Station (n. o.) and United.	Pennsylvania R. R.....	8.84	6	377 91	.....	377 91	42 75	.....	
8152	Branchton Junction (n. o.) and Hilliard's.	Shenango and Allegheny R. R.	10.41	6	471 78	.....	471 78	45 32	.....	
8153	Sunbury and Lewisburgh.....	Philadelphia and Reading R.R.	9.84	6	420 06	.....	420 06	42 75	.....	
			5,725.36		727,884 50	98,670 25	826,554 75			
DELAWARE.										
9501	Wilmington and Delmar.....	Philadelphia, Wilmington and Baltimore R. R.	97.02	12.96	12,442 81	.....	12,442 81	128 25	.....	
9502	Delmar and Crisfield .....	New York, Philadelphia and Norfolk R. R.	38	6	3,151 72	.....	3,151 72	82 94	.....	
9503	Clayton and Oxford.....	Delaware and Chesapeake Rwy.	54.50	6	2,795 85	.....	2,795 85	51 30	.....	
9504	Georgetown and Lewes.....	Delaware, Maryland and Virginia R. R.	16.02	12	821 83	.....	821 83	51 30	.....	
9505	Wilmington and Landenburgh.....	Delaware Western R. R.....	20.55	6	878 51	.....	878 51	42 75	.....	
9506	Harrington and Franklin City .....	Delaware, Maryland and Virginia R. R.	18.96	6	3,901 05	.....	3,901 05	49 59	.....	
9507	Newark and Delaware City.....	Philadelphia, Wilmington and Baltimore R. R.	25.09	6	545 06	.....	545 06	51 30	.....	
			36.23	12	.....	.....	.....	46 17	.....	
			12.75		.....	.....	.....	42 75	.....	
			319.14		24,536 83	.....	24,536 83			
MARYLAND.										
10001	Baltimore and Philadelphia.....	Philadelphia, Wilmington and Baltimore R. R.	96	57.75	53,434 56	9,600 00	63,034 56	556 61	100 00	
10002	Baltimore and Sunbury .....	Northern Central Rwy.....	137.80	23.83	26,391 45	3,445 00	29,836 45	191 52	25 00	
10003	Baltimore and Wheeling .....	Baltimore and Ohio R. R.....	394.30	27.47	119,342 78	39,104 40	158,447 18	302 67	120 00	For 298.75 miles.
10004	Araby and Frederick .....	.....do .....	3.11	27	175 49	.....	175 49	56 43	40 00	For 96.36 miles.
10005	Weverton and Hagerstown .....	.....do .....	24.56	12	1,427 91	.....	1,427 91	58 14	.....	

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C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and terminal	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for railway post- office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office cars. Dollars.	Remarks.
<b>VIRGINIA—Continued.</b>										
11019	Sutherland, Va., and Milton, N. C.	R. R.	7	12	299 25	.....	299 25	42 75	.....	
11020	Fredricksburgh and Orange C. H.	urgh	32.83	6	1,059 98	.....	1,059 98	42 75	.....	
11021	.....	.....	232.88	10.32	30,972 19	5,997 25	36,969 44	129 11	25 00	
11022	.....	.....	37.23	6	1,591 58	.....	1,591 58	42 75	.....	
11023	.....	R. R.	147.50	6	8,827 87	.....	8,827 87	59 85	.....	
11024	.....	.....	9.17	7	392 01	.....	392 01	42 75	.....	
11025	.....	do	9.78	9.50	394 35	.....	394 35	60 71	.....	
11026	.....	Norfolk Southern R. R.	74.05	6	4,748 81	.....	4,748 81	64 13	.....	
11027	.....	.....	87.47	6	4,487 21	.....	4,487 21	51 30	.....	
11028	.....	R.	57.99	6	1,912 63	.....	1,912 63	42 75	.....	
11029	.....	R.	20.50	6	876 87	.....	876 87	42 75	.....	12.25 m., no pay fixed.
11030	.....	do	12	6	461 76	.....	461 76	38 48	.....	No pay fixed.
11031	.....	Chesapeake and Ohio Rwy.	10.75	6	759 64	.....	759 64	42 75	.....	12.86 m., no pay fixed.
11032	.....	Richmond and Mecklenburgh R. R.	81.63	6	.....	.....	.....	.....	.....	No pay fixed.
11033	New River Depot and Pocahontas	Norfolk and Western R. R.	73.59	6	.....	.....	.....	.....	.....	Do.
11034	Claremont and Waverly Station	Atlantic and Danville R. R.	18.50	6	.....	.....	.....	.....	.....	
<b>WEST VIRGINIA.</b>										
12001	Harper's Ferry and Lexington	Baltimore and Ohio R. R.	103.13	16.27	17,616 62	.....	17,616 62	110 80	.....	
12002	Grafton and Parkersburgh	do	62.41	23.5	22,305 96	8,360	27,665 96	90 18	.....	
12003	Volcano Junction and Volcano	Laurel Fork and Sand Hill R. R.	104.50	12	300 10	.....	300 10	290 44	80	
12004	Pennsborough and Ritchie C. H.	Pennsborough and Harrisville Ritchie County Rwy.	7.92	12	384 75	.....	384 75	42 75	.....	
12005	Stonewille and Wheeling	Pittsburgh, Cincinnati and Saint Louis Rwy.	24.18	26	1,988 49	.....	1,988 49	76 19	.....	
12006	Clarksburgh and Weston	Clarksburgh, Weston and Glenville R. R. and Transportation Co.	26.25	12	1,795 50	.....	1,795 50	68 40	.....	



No.	Station	Time	Distance	Speed	Remarks
12007	Piedmont and Mt. Garden	14.50	619.87	619.87	43.75
12008	Winfred Junction (a. o.) and Winfred	4.54	194.08	194.08	43.75
12009	Shaw and Fairfax	35.75	924.08	924.08	43.75
12010	Charleston and Point Pleasant	57.70			No pay fixed.
12011	Weston and Buchanan	16.28			Do.
12012	Grafton and Philippi	24			Do.
12013		491.22	61,490.07	61,490.07	
12014		97.53	7,095.74	7,095.74	72.69
12015		162.07	28,090.66	28,090.66	179.55
12016		188.89	9,890.05	9,890.05	51.30
12017		130.35	9,138.83	9,138.83	70.11
12018		94.05	5,548.95	5,548.95	59.00
12019		183.57	15,861.74	15,861.74	86.36
12020		192.56	24,790.69	24,790.69	128.25
12021		55.59	3,041.88	3,041.88	54.72
12022		49.38	2,279.87	2,279.87	46.17
12023		97.56	6,173.88	6,173.88	63.27
12024		114.55	1,925.08	1,925.08	43.75
12025		28.98	1,585.78	1,585.78	54.72
12026		22.57	964.86	964.86	42.75
12027		18.40	572.85	572.85	43.75
12028		17.80	760.95	760.95	43.75
12029		28.23			No pay fixed.
12030		12.59	538.21	538.21	42.75
12031		11.70	500.17	500.17	42.75
12032		21.00	897.75	897.75	42.75
12033		30.88	1,320.12	1,320.12	42.75
12034		22.65	1,335.35	1,335.35	59.00
12035		7.97			No pay fixed.
12036		1,594.09	1,965.0	1,965.0	
12037		143.84	9,838.65	9,838.65	66.40
12038		110	23,923.96	23,923.96	185.87
12039		63	8,807.00	8,807.00	58.40
12040					
12041					
12042					

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
14003	SOUTH CAROLINA—Continued.									
14004	Columbia and Charleston	South Carolina R. R.	131.02	23.04	10,754 12	7,475 00	10,754 12	83 08		
14005	Charleston, S. C., and Savannah, Ga.	Charleston and Savannah Rwy	115	14	16,911 90	5,100 00	24,386 90	147 08	65 00	
14006	Charleston and Florence	Northeastern R. R.	102	14	16,395 48		21,495 48	160 74	50 00	
14007	Florence and Cheraw.	Cheraw and Darlington R. R.	40.90	6	1,818 41		1,818 41	44 45		14.30 m., no pay fixed
14008	Chester, S. C., and Newton, N. C.	do	78.53	6	3,128 83		3,128 83	47 96		
14009	Alston and Spartanburgh	R.	68.50	6	2,928 87		2,928 87	42 75		
14010	Hodges and Abbeville	R.	11.82	6	5,505 30		5,505 30	42 75		
14011	Port Royal, S. C., and Augusta, Ga.	R.	110.77	7	5,777 76		5,777 76	52 16		
14012	Spartanburgh, S. C., and Hendersonville, N. C.	R.	51.25	6	2,100 93		2,100 93	42 75		
14013	Newberry and Laurens	Laurens	81.93	6	1,365 00		1,365 00	42 75		
14014	Chester and Lancaster	Cheraw	30.20	6	1,291 04		1,291 04	42 75		
14015	Cheraw, S. C., and Wadesborough, N. C.	Cheraw	26.02	6	1,112 85		1,112 85	42 75		
14016	Laurens and Sumter	of	40	6	1,710 00		1,710 00	42 75		
14017	Belton and Walhalla	Columbia and Greenville R. R.	44.53	6	1,880 90		1,880 90	42 75		
14018	Branchville and Augusta	South Carolina R. R.	75.45	21	6,644 88		6,644 88	88 07		
14019	Kingsville and Camden	do	39.08	9.5	2,125 72		2,125 72	54 72		
14020	Blackville and Barnwell	Barnwell R. R.	9.42	6	402 70		402 70	42 75		
14021	Laurens and Georgetown	Georgetown and Laurens R. R.	39.20	7	1,675 80		1,675 80	42 75		
			1,882 41		112,389 06	21,375 00	133,744 06			
15001	GEORGIA.									
15002	Atlanta and Air Line Junction (in o.)	Richmond and Danville R. R.	269.28	14	49,510 98	21,546 40	71,057 38	193 83	90 00	
15003	Atlanta, Ga., and Chattanooga, Tenn.	Western and Atlantic R. R.	138.47	14	28,441 58	12,462 80	35,908 38	160 28	90 00	
15004	Atlanta and West Point	Atlanta and West Point R. R.	80.90	14	14,883 07	4,320 00	19,213 07	171 80	50 00	
15005	Augusta and Atlanta	Georgia R. R. and Banking Co.	172.59	14	24,790 82	4,314 75	29,105 57	148 64	25 00	
15006	Millen and Augusta	Central R. R. and Banking Co.	53.57	14	3,527 04		3,527 04	65 84		
15007	Washington and Barnwell	Georgia R. R. and Banking Co.	13.56	6	788 44		788 44	42 75		
15008	Union Point and Athens	do	40.85	7	2,030 71		2,030 71	49 59		
15009	Kingston and Rome	Rome R. R.	38.32	9.5	3,908 08		3,908 08	43 75		

15009	Savannah and Jacksonville	172.75	14	20,000 01	11,228 75	40,228 76	108 44	65 60
15010	Savannah and Macon	192.44	14	14,354 42		14,354 43	75 24	
15011	Macon and Columbus	100.47	6	6,256 72		6,256 73	63 27	
15012	Macon and Atlanta	102.80	14	14,198 84		14,198 84	136 80	
15013	Macon and Brunswick	851.52	7	26,980 61		26,980 61	85 60	190.58 miles at \$55.50 per mile; 142.63 miles at \$70.97 per mile; 18.31 miles lap at \$30.78 per mile.
15014	Gordon and Easton	38.57	6	2,048 96		2,048 96	42 76	
15015	Vacant							
15016	Macon, Ga., and Enola, Ala.	143.80	7	12,434 96		12,434 96	96 36	
15017	Fort Valley and Perry	13.23	9	569 43		569 43	42 76	
15018	Waycross and Albany	182.54	7	11,790 65		11,790 65	135 96	128.24 miles at \$55.58 per mile.
15019	Barnesville and Thomson	16.43	6	702 38		702 38	42 76	
15020	Cartersville and Cedartown	36.85	6	1,562 51		1,562 51	42 75	
15021	Cannah and Macon	78.59	6	5,375 55		5,375 55	63 46	
15022	Griffin and Carrollton	60.12	6	2,570 12		2,570 12	42 75	
15023	Brunswick and Albany	172.39	6	6,638 56		6,638 56	36 46	
15024	Columbus and Hood (n. o.)	32.70	6	1,397 92		1,397 92	42 76	
15025	Athens and Dalton	40.53	7	1,836 81		1,836 81	45 32	
15026	Toccoa and Elberton	50.43	6	2,155 45		2,155 45	42 76	
15027	Sandersville and Tonnille	3.50	6	149 62		149 62	42 75	
15028	Wadley and Louisville	10.67	12	454 00		454 00	42 75	
15029	Hartwell and Bowersville	10	6	427 50		427 50	42 75	
15030	Marietta and Ellijay	97.63	6	2,012 23		2,012 23	42 75	20.76 m., no pay fixed.
15031	Thomaspville and Bainbridge	37	7	1,581 75		1,581 75	42 75	
15032	Savannah and Lawrenceville	2.96	6	423 22		423 22	42 75	
15033	Talbotton and Bostick (n. o.)	7.26	14	397 90		397 90	42 75	
15034	Gainesville and Social Circle	52.27	6					No pay fixed.
15035	Roswell Junction (n. o.) and Roswell	11	6	470 25		470 25	42 75	
15036	Dupont, Ga., and Newmansville, Fla.	104.10	6	4,641 15		4,641 15	185 85	55.25 m., no pay fixed.
15037	Augusta, Ga., and Greenwood, S. C.	68.30	6	2,919 82		2,919 82	42 75	
15038	Cochran and Hawkinsville	10.58	6	452 72		452 72	42 75	
15039	Southwestern R. R.	24.07	7	1,461 28		1,461 28	99 71	
15040	do	50.04	6	2,140 06		2,140 06	42 75	
15041	do	22.20	6	991 80		991 80	42 76	
15042	Georgia Pacific Rwy.	178.76	6	10,276 80		10,276 80	53 14	12 miles lap service at \$15 per mile.
15043	Northeastern of Georgia R. R.	33.25	6	1,068 43		1,068 43	42 75	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
15944	Georgia—Continued.	Savannah, Florida and Western Rwy.	31.85	6						No pay fixed.
15945	Emory and Jefferson	Gainesville, Jefferson and Southern R. R.	12.51	6						Do.
			3,313.33		291,512 52	53,882 29	345,394 72			
16001	FLORIDA.	Florida Transit R. R.	155.15	6	8,596 85		8,596 85	55 41		
16002	Fernandina and Cedar Keys	Florida Central and Western R. R.	156.87	7	9,595 35		9,595 35	61 56		
16003	Lake City and Chattahoochee	Louisville and Nashville R. R.	45.29	7	1,920 74		1,920 74	43 41		
16004	Pensacola and Whitting Junction (n. o.).									
16005	Tocoi and Saint Augustine		15.09	6	778 06		778 06	49 59		
16006		Florida Central and Western R. R.	8.33	6	856 10		856 10	43 75		
			60.32	9.25	6,271 47		6,271 47	103 97		
16007	Sanford and Tampa	South Florida R. R.	116.39	6	2,245 43		2,245 43	55 58		
16008	Volusia and Leesburgh	Saint John's and Lake Eustis Rwy.	49.75	6	2,126 81		2,126 81	42 75		75.89 m., no pay fixed.
16009	Hart's Road and Jacksonville	Fernandina and Jacksonville R. R.	23.27	13	1,551 87		1,551 87	66 09		
16010	Sanford and Lake Jessup	Sanford and Indian River R. R.	10.43	6	445 88		445 88	42 75		
16011	Waldo and Wildwood	Florida Transit R. R.	72.50	6	5,082 97		5,082 97	70 11		
16012	Palatka and Gainesville	Florida Southern Rwy.	49.49	7.1	2,115 69		2,115 69	42 75		
16013	Tallahassee and Saint Mark's	Florida Central and Western R. R.	21.89	3	654 94		654 94	29 92		
16014	Grutelle and Leesburgh	Florida Southern Rwy.	72.86	6	1,308 57		1,308 57	42 75		48.27 m., no pay fixed.
16015	Pensacola and River Junction (n. o.)	Pensacola and Atlantic R. R.	163	6	11,484 96		11,484 96	70 46		
16016	Jacksonville and Saint Augustine	Jacksonville, Saint Augustine and Halifax River Rwy.	36.80	14	2,234 12		2,234 12	60 71		
16017	Micanopy Junction (n. o.) and Micanopy.	Florida Southern Rwy.	4.11	6						No pay fixed.

1894	Jacksonville and Palatka	Jacksonville, Tampa and Key West Rwy.	54.21	6	54,789 81	4,310 50	54,789 81	No pay fixed.
17001	ALABAMA.	Western R. R. Co. of Alabama.	88.21	14	14,299 66	18,610 16	54,789 81	
17002	nt.	Louisville and Nashville R. R.	50.59	7	3,287 38	3,287 38	165 87	50 00
17003		Montgomery and Enfield R. R.	80.73	7	6,419 64	6,419 64	64 08	
17004		South and North Alabama R. R.	183.31	14	11,786 88	11,786 88	79 53	
17005	Tenn.	Memphis and Charleston R. R.	309.88	7	28,196 87	28,196 87	64 30	38 miles lap at \$1,000 per annum.
17006		Cincinnati, Selma and Mobile R. R.	71.75	6	3,374 40	3,374 40	100 04	
17007		Columbus and Western Rwy	29.62	7	2,928 60	2,928 60	47 03	
17008		Mobile and Girard R. R.	85.09	6	4,102 83	4,102 83	75 24	
17009		East Tennessee, Virginia and Georgia R. R.	114.15	7	6,441 48	6,441 48	47 88	
17010	Selma, Ala., and Cleveland, Tenn.	do.	264.55	7	19,040 26	19,040 26	56 43	\$61.56 per mile for 156 miles land-grant; \$76.96 per mile for 80.38 miles; \$115.43 per mile for 28.17 miles.
17011	Gainesville and Narketta.	Tram Road Transportation Co.	22.06	6	943 06	943 06	43 75	\$127.91 per m. for 112.07 m. land grant.
17012	Mobile and Montgomery	Louisville and Nashville R. R.	179.07	14	26,124 24	8,983 56	159 80	50 00
17013	Mobile, Ala., and New Orleans, La.	do.	141.70	14	21,444 87	7,885 00	151 34	50 00
17014	Opelika and Buffalo	East Alabama and Cincinnati R. R.	22.59	6	965 72	965 72	43 75	
17015	Chattanooga, Tenn., and Meridian, Miss.	Alabama and Great Southern R. R.	295.54	7	18,168 10	18,168 10	75 24	\$69.26 per m. for 270.50 m. land grant.
17016	Opelika and Goodwater.	Columbus and Western Rwy	60.24	6	2,940 97	2,940 97	48 74	
17017	(n. o.)	Louisville and Nashville R. R.	49.06	4	1,677 85	1,677 85	24 20	
17018			7.11	12	182 87	182 87	25 65	
17019			6	13	256 50	256 50	42 76	
17020	Atsuga and Gadsden		6.13	14	262 05	262 05	42 75	
17021	Enfield and Clayton		21.51	6	919 55	919 55	43 75	
17022	Selma and Martin's Station		28.55	8	815 06	815 06	29 93	
17023	Birmingham and Pratt Mines		6.09	6	260 34	260 04	42 75	
17024	Elmore and Wetumpka	South and North Alabama R. R.	6.81	14	291 12	291 12	43 75	
17025		Memphis and Charleston R. R.	6.81	7	269 78	269 75	43 75	
17026		Louisville and Nashville R. R.	29.76	3	534 48	534 48	17 96	
17027		Montgomery Southern Rwy.	21.01	6	898 17	898 17	43 75	
17028	(n. o.) and	East and West R. R. of Alabama.	41.75	6	.....	.....	.....	No pay fixed.
			2,220.45		174,932 10	50,879 00	106,511 10	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
18001	Mississippi.									
	New Orleans, La., and Cairo, Ill.	Chicago, Saint Louis and New Orleans R. R.	550.47	14	92,840.76	13,761.75	106,602.51	168.31	25.00	\$171.86 per mile for 844.27 miles.
18002	Memphis, Tenn., and Grenada, Miss.	Mississippi and Tennessee R. R.	102.34	6	6,825.05		6,825.05	66.60		
18003	Vicksburg and Meridian.	Vicksburg and Meridian R. R.	140.54	7	9,345.89		9,345.90	76.10		\$60.88 per mile for 85.31 miles land grant.
18004	Mobile, Ala., and Cairo, Ill.	Mobile and Ohio R. R.	485.89	7	29,424.95		29,424.95	62.25		(L. R.) 23.20 miles, no pay fixed.
18005	Columbus, Miss., and Fayette C. H., Ala.	Georgia Pacific Rwy.	44.89	6						No pay fixed.
18006	Grand Gulf and Port Gibson.	Grand Gulf and Port Gibson R. R.	7.81	6	333.87		333.87	42.75		
18007	Maldon and Aberdeen.	Mobile and Ohio R. R.	9.50	14	406.12		406.12	42.75		
18008	Middleton and Ripley.	Ken.	25.09	7	1,672.59		1,672.59	42.75		
18009	Durant and Kosciusko.	New	21.70	6	927.67		927.67	42.75		
18010	Natchez and Jackson.	clara.	98.83	7	6,675.96		6,675.96	67.55		
18011	Greenville and Arcola.		22.38	6	955.74		955.74	42.75		
18012	Stoneville and Johnsonville.	Georgia Pacific Rwy.	20.43	3	611.46		611.46	29.98		
18013	Artesia and Columbus.	Mobile and Ohio R. R.	14.11	14	711.84		711.84	50.45		
18014	Artesia and Starkville.	do	11.60	7	495.90		495.90	42.75		
18015	Meridian, Miss., and New Orleans, La.	New Orleans and Northeastern R. R.	196.24	6	2,780.02		2,780.02	42.75		181.21 m., no pay fixed.
18016	Durant and Lexington.	Illinois Central R. R.	13.16	6	502.59		502.59	42.75		
			1,774.92		153,871.51	13,761.75	167,633.26			
18001	Tennessee.	Nashville, Chattanooga and Saint Louis Rwy.	81.12	9	1,516.78		1,516.78	48.74		
18002	Bristol and Chattanooga.	East Tennessee, Virginia and Georgia R. R.	242.10	13	39,597.35	12,106.00	51,642.35	163.31	50.00	





## C.—Railroad service as in operation on the 30th of June, 1894.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars, railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars, railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
20009	Kentucky—Continued. Louisville, Ky., and Memphis, Tenn.	Chesapeake, Ohio and Southwestern, R. R.	292.36	14	29,187 95	.....	29,187 95	95 76	.....	{ \$65.76 per mile for 46.70 miles, \$61.23 per mile for 189.07 miles, \$65.64 per mile for 128.19 miles, \$42.75 per mile for 87.46 miles.
20010	Elizabethtown and Cecilian	do	6.27	7	517 43	.....	517 43	81 23	.....	50.77 miles, no pay fixed.
20011	Glasgow Junction and Glasgow	Louisville and Nashville R. R.	10.83	7	518 54	.....	518 54	47 68	.....	
20012	Anchorage and Shelbyville	do	19.19	12	838 67	.....	838 67	43 61	.....	
20013	Willard and Greenup	Eastern Kentucky R. R.	34.76	6	1,455 99	.....	1,455 99	42 75	.....	
20014	Owensborough and Adairville	Owensborough and Nashville R. R.	90.27	6	1,992 77	.....	1,992 77	50 46	.....	No pay fixed.
20015	Maysville and Paris	Kentucky Central R. R.	50.78	9	3,253 31	.....	3,253 31	64 18	.....	
20016	Lexington, Ky., and Huntington, W. Va.	Chesapeake and Ohio Rwy.	140.94	14.51	11,689 56	.....	11,689 56	83 94	.....	
20017	Cincinnati Junction (n. o.) and Louisville and Nashville Junction (n. o.).	Louisville and Nashville R. R.	4	14	954 20	240 90	1,194 20	233 55	60 00	
20018	Richmond and Livingston	.....	34.62	6	.....	.....	.....	.....	.....	No pay fixed.
20019	Johnson's Junction and Hillsborough.	.....	17.06	8.1	730 17	.....	730 17	42 75	.....	
20020	Cincinnati, Ohio, and Chattanooga, Tenn.	..... and	237.50	8.62	46,306 00	.....	46,306 00	124 24	.....	
20021	Hartsville and Harrodsburg	.....	5.62	18	240 25	.....	240 25	42 75	.....	
20022	.....	Coal Road Construction Co.	19.66	6	841 22	.....	841 22	42 75	.....	2.70 miles, pay not fixed. 0.75 miles, no pay fixed.
20023	.....	Louisville and Nashville R. R.	11	6	470 25	.....	470 25	42 75	.....	
20024	.....	do	33	6	1,808 00	.....	1,808 00	42 75	.....	
20025	Henderson, Ky., and Nashville, Tenn.	do	145.26	10.10	10,106 41	.....	10,106 41	60 26	.....	
20026	Shelbyville and Bloomfield	do	25.87	12	1,110 21	.....	1,110 21	42 75	.....	
20027	Ashland and Richardson	Chattanooga Rwy.	50.36	6	2,034 83	.....	2,034 83	42 61	.....	
20028	King's Mountain Station and Yemassee.	Cincinnati, Green River and Nashville R. R.	11.43	6	458 14	.....	458 14	42 75	.....	

No.	Name	Miles	Capital Paid	Surplus	Total Assets	Total Liabilities	Net Worth	Notes
20099	Vacant							
20080	Richmond Junction (n. o.) and Richmond	34.48	\$					No pay fixed.
20081	Madisonville and Providence	16.51	\$					
20082	Paris and Richmond	40.84	\$					
		2,450.82						
	OHIO.							
21001	Bellaire and Columbus	120.06	21	24,055.28	4,341.20	28,396.48	194.94	\$102.80 per m. for 33 m. R. P. O. cars on 100.00 m. only.
21002	Pittsburgh, Pa., and Chicago, Ill.	468.20	28.85	166,932.03	13,592.00	180,524.03	356.54	
21003	Pittsburgh, Pa., and Bellaire, Ohio	94.63	18	10,635.58	1,305.06	11,940.64	112.86	R. P. O. cars on 48.28 m. only.
21004	Hudson and Columbus	146.63	13	11,533.81		11,533.81	78.66	
21005	Cleveland, Ohio, and Sharpsville, Pa.	84.50	21	9,031.36		9,031.36	106.88	
21006	Cleveland and Wellsville	101.90	24	15,333.81	1,273.75	16,607.56	150.48	
21007	Elyria and Millbury	74.86	16.50	34,739.04	10,577.90	45,316.94	490.77	
21008	Bayard and New Philadelphia	22.39	6	1,855.62		1,855.62	57.29	
21009	Cleveland and Sherrodsville	108.14	12	4,807.90		4,807.90	44.46	
21010	Sandusky and Newark	116.88	14.35	20,256.52	2,555.20	22,811.72	201.78	\$52.94 per m. for 29 m. R. P. O. cars on 58.68 m. only.
21011	Xenia and Dayton	16.80	10	1,196.68		1,196.68	79.97	
21012	Springfield and Sandusky	131.35	13	9,771.12		9,771.12	74.30	
21013	Columbus and Delaware	25.70	13	2,922.60		2,922.60	113.72	
21014	Columbus and Cincinnati	130.16	29.45	35,855.74	12,016.00	47,871.74	298.40	
21015	Columbus, Ohio, and Indianapolis, Ind.	189.07	18.9	58,598.85	33,087.25	91,686.10	468.54	
21016	Galton, Ohio, and Indianapolis, Ind.	203.96	29	35,574.70	5,000.00	40,574.70	174.42	
21017	Blanchester and Hillsborough	21	13	1,185.03		1,185.03	64.43	
21018	Portsmouth and Hamden Junction	54	12	4,070.06		4,070.06	72.68	
21019	Toledo, Ohio, and Quincy, Ill.	474.54	15.45	90,883.90	23,577.60	114,461.50	191.53	R. P. O. cars on 122.40 m., at \$80 per m.
21020	Sandusky, Ohio, and Bloomington, Ill.	281.80	6	23,509.15		23,509.15	61.56	
21021	Carey and Findlay	16	13	684.00		684.00	43.78	
21022	Dayton, Ohio, and Union City, Ind.	47.48	13	2,283.96		2,283.96	47.08	



No.	Line	Station	Distance	Rate	Notes
21044	Harbor and Youngstown	.....	12	2,783 86	43 75
21045	Toledo, Ohio, and Elkhart, Ind.	.....	13	62,269 18	463 41 190 60
21046	Painesville and Youngstown	.....	6	2,637 24	42 75
21047	Chicago, Ohio, and Chicago, Ill.	.....	12 50	48,063 43	179 55 40 00
21048	Lore City and Cumberland	.....	12	615 50	42 75
21049	Marletta, Ohio, and Parkersburgh, W. Va.	.....	20	1,057 25	70 11
21050	Deahler and McComb	.....	11 10	439 47	42 75
21051	Scioto Valley R. R.	.....	19	14,671 80	111 15
21052	Cincinnati and Eastern Rwy.	.....	10 65	4,495 57	68 69
21053	Columbus, Hocking Valley and Toledo Rwy.	.....	12	8,147 19	64 98
21054	Dayton and Ironton	.....	10 08	5,619 23	47 88
21055	Toledo and Thurston	.....	6	6,780 06	46 17
21056	Saint Clairsville and Shields	.....	18	315 92	42 75
21057	Jeffersonville and Clayville Junction (n. o.)	.....	6	1,196 99	42 75
21058	Wellston and Springfield	.....	6	5,285 84	44 46
21059	Cincinnati, Hamilton and Dayton Junction (n. o.) and Mount Healthy	.....	12	302 67	42 75
21060	Columbia and Hamersville	.....	9	2,034 90	58 14
21061	Toledo and Dodd's	.....	7 38	9,549 55	49 59
21062	Andover and Youngstown	.....	12	2,826 52	72 08
21063	Bellaire and Zanesville	.....	6	1,836 25	42 75
21064	See note on Route 21061.	.....	6	4,630 67	42 75
21065	Delphos, Ohio, and Kokomo, Ind.	.....	6	837 47	42 75
21066	Hillsborough and Sardinia	.....	12	1,078 01	42 75
21067	Alliance and Phalanx Station (n. o.)	.....	8 61	2,001 67	54 72
21068	.....	.....	6	272 31	42 75
21069	.....	.....	9	518 81	70 11
21070	.....	.....	12	100 46	42 75
21071	.....	.....	10 86	4,336 08	58 14
21072	Edison and Mount Gilead	.....	6	6,069 12	72 08
21073	Cleveland and Zoar Station	.....	6	1,245 76	43 76
21074	Logan and Pomeroy	.....	6	.....	.....
21075	Paulding and Greenville	.....	6	.....	.....

## C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
21076	Ontio—Continued.									
21077	Vacant.									
21078	Nelsonville and New Straitsville	Toledo, Cincinnati and Saint Louis R. R.	19.98	4	852 00		852 00	42 75		
21079	Cincinnati and Dodd's	do	36.20	16.5	2,073 88		2,073 88	57 29		
21080	Solon and Chagrin Falls	Chagrin Falls and Southern R. R.	5.88	6	255 55		255 55	43 61		
21081	Toledo and Zoar Station	Wheeling and Lake Erie R. R.	155.08	6	8,088 97		8,088 97	52 18		
21082	Delphos and Carey	Saint	57.15	6	1,243 59		1,243 59	42 75		
21083	Saint Mary's and Minster	Rwy and	10.87	6	464 69		464 69	42 75		
21084	Means and Cadiz	'alley	8.20	15	399 66		399 66	48 74		
21085	Logan and New Straitsville	and Toledo Rwy.	12.82	13	569 43		569 43	42 75		
21086	New Richmond Junction (n. o.) and New Richmond.	Cincinnati and Eastern Rwy.	14.66	6	636 71		636 71	42 75		
21087	Alliance Junction (n. o.) and Niles.	Alliance, Niles and Ashtabula R. R.	25.09	6	1,072 59		1,072 59	42 75		
21088	Huron and Norwalk	, R. R.	13.67	12	584 39		584 39	42 75		
21089	Cecil and Paulding	do	6.44	6	275 81		275 81	42 75		
21090	Cleveland, Ohio, and Chicago, Ill.	Saint	838.56	6						No pay fixed.
21091	Marion, Ohio, and Chicago Junction (n. o.)	R	249.85	6						Do.
21092	Toledo and Findlay	Rwy	44.72	6						Do.
21093	Canton and Coshocton	do	54.73	6						Do.
21094	New Galilee, Pa., and East Carmel, Ohio.	and	15.35	6						Do.
22001	Indianapolis and Vincennes	Pennsylvania Company	118	8 67	7,465 86		7,465 86	63 37		
22002	Indianapolis and Terre Haute	Terre Haute and Indianapolis R. R.	74.39	23	25,045 87		25,045 87	444 68	175 00	
			8,826.31		1,179,640 69	230,875 09	1,410,515 18			

INDIANA.



## C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
INDIANA—Continued.										
22030	Terre Haute and Worthington.....		40.63	6	1,771 87	.....	1,771 87	43 61	.....	
22031	Attica and Yeddo .....		21.32	6	911 42	.....	911 42	42 76	.....	
22032	Evansville and Jasper.....		55.63	12	2,758 09	.....	2,758 09	49 59	.....	
22033	Frankfort and Kokomo.....		27.85	6	1,190 58	.....	1,190 58	42 75	.....	
22034	Rockport and Rockport Junction (n. o.) .....		14.26	6	692 56	.....	692 56	42 75	.....	
22035	New Salisbury and Corydon .....		8.89	6	.....	.....	.....	.....	.....	No pay fixed.
22036	Switz City and Bedford .....		41.23	6	1,765 14	.....	1,765 14	42 75	.....	
22037	Anderson and Nobleaville .....		19.04	6	813 96	.....	813 96	42 75	.....	
22038	Indianapolis, Ind., and Chicago, Ill..		184.06	10.9	7,509 02	.....	7,509 02	75 18	.....	\$28.35 per mile for 28.70 miles lap service; 72.99 miles no pay fixed.
22039	McGary and Mt. Vernon.....	Evansville and Terre Haute R. R.	30.46	8.11	1,684 34	.....	1,684 34	42 75	.....	
22040	Covington and Snoddy's Mills .....	Chicago and Eastern Illinois R. R.	9.37	6	400 56	.....	400 56	42 76	.....	
22041	Stewartville and New Harmony .....	Peoria, Decatur and Evans-	6.78	6	289 84	.....	289 84	42 75	.....	
22042	New Castle and Rushville .....		24.94	6	1,061 91	.....	1,061 91	42 75	.....	
22043	Terre Haute, Ind., and East Saint Louis, Ill.		189.99	6	15,534 37	4,749 75	20,344 12	82 06	25 06	
22044	Terre Haute, Ind., and East Saint Louis, Ill.		189.99	17.8	74,110 37	29,179 75	103,291 12	444 60	175 90	
22045	Lawrenceburgh Junction (n. o.) and Lawrenceburgh.		2.46	20	128 31	.....	128 31	52 16	.....	
22046	Frankfort, Ind., and East Saint Louis, Ill.	Toledo, Cincinnati and Saint Louis R. R.	238.26	6	4,565 09	.....	4,565 09	42 75	.....	131.46 miles no pay fixed.
22047	Attica and Covington .....	Wabash, Saint Louis and Pacific Rwy.	14.91	6	.....	.....	.....	.....	.....	No pay fixed.



No.	Route	Stations	17.34	0	482,439 09	7,138 50	480,567 59	Do	Do
26051	Esch City, Minn., and Grantsburgh, Wis.	Saint Paul and Duluth R. R.	17.34	0					
26052	Moorhead and Halstead	Saint Paul, Minneapolis and Manitoba Rwy.	34.31	6					
			5,758.92						
27001	Burlington and Albert Lea	Burlington, Cedar Rapids and Northern Rwy.	253.82	14.22	26,475 06		26,475 06	104 31	
27002	Cedar Rapids and Postville	do	98.90	6	8,411 81		5,411 81	54 73	
27003	Cedar Rapids and Worthington	do	290.28	6	15,911 34		15,911 34	65 69	
27004	Muscatine and What Cheer	do	23.14	6	4,593 31		4,593 31	23 94	
27005	Burlington and U. P. Transfer (n. o.)	Chicago, Burlington and Quincy R. R.	76.58	6	60,253 18		78,944 51	59 85	
			16.48	16		18,692 33		203 83	64 13
27006	Chariton and Grant City	do	94.68	11.17	8,799 92		8,799 92	71 33	
27007	Creston and Hopkins	do	44.20	13	3,371 23		3,371 23	76 10	
27008	Burlington and Sumner	Kau- and	192.11	6	11,826 29		11,826 29	61 56	
27009	Villaca and Burlington Junction	do	37.68	6	1,932 98		1,932 98	51 30	
27010	Albia and Mason City	do	170.21	12.34	16,154 63		16,154 63	94 91	
27011	Keokuk and Burlington	do	43.44	12	4,420 02		4,420 02	101 75	
27012	Clinton and La Crosse	Saint Paul Rwy.	181.24	11.54	24,329 06		24,329 06	134 34	
27013	Stanwood and Tipton	Chicago and Northwestern Rwy.	8.97	12	383 47		383 47	43 76	
27014	Davenport and U. P. Transfer (n. o.)	Chicago, Rock Island and Pacific Rwy.	58.95	12.08	82,425 35	16,706 75	99,132 10	259 24	65 00
27015	Des Moines and Indianola	do	284.00	13.61	1,457 50		1,457 50	64 96	58 00
27016	Washington and Knoxville	do	22.43	6	4,704 81		4,704 81	59 85	
27017	Davenport and Leavenworth and Brauch-Cameron to Kansas City	do	78.61	13	43,143 37		43,143 37	127 40	
27018	Davenport and Maquoketa	Chicago, Milwaukee and	336.06	6	1,877 15		1,877 15	43 75	
			54.98	8.46					
27019	Keokuk and Des Moines	do	43.91	12	11,854 88		11,854 88	72 08	
27020	Farley and Cedar Rapids	do	163.11	8.47	3,661 43		3,661 43	63 27	
27021	Dubuque and Sioux City	Illinois Central R. R.	57.87	12.43	36,971 81		36,971 81	113 86	
27022	Waterloo and Mens	do	227.59	12	6,078 64		6,078 64	75 34	
27023	Boniah and Elkader	Chicago, Milwaukee and Saint Paul Rwy.	80.79	6	726 32		726 32	42 75	
27024	Clinton and Anamosa	Chicago and Northwestern Rwy.	16.99	6	8,683 09		8,683 09	51 30	
27025	Calmar and Running Water	Chicago, Milwaukee and Saint Paul Rwy.	71.99	6	38,871 47		38,871 47	104 56	210.08 miles land grant, Calmar to Sheldon Junction.
			140.74	6				125 09	



No.	Location	Station	Rate	Pay	Notes
22052	Courtland and Sycamore	Chicago and Northwestern Rwy.	5.24	31	250 89
22053	East Saint Louis and Cairo	Saint Louis and Cairo R. R.	153.00	8.14	10,000 00
22054	Chicago and Lanark Junction (n. o.)	Chicago, Milwaukee and Saint Louis R. R.	116.50	19	22,511 29
22055	Decatur and Indianapolis	Chicago and Northwestern Rwy.	153.89	10.57	10,203 92
22056	Geneva and Aurora	Chicago and Northwestern Rwy.	10.02	13	106 30
22057	Rochelle and Rockford	Chicago and Northwestern Rwy.	27.76	6	1,188 74
22058	West Lebanon and Leroy	Chicago and Northwestern Rwy.	74.67	6	3,277 04
22059	Rock Island and Cable	Chicago and Northwestern Rwy.	27.28	6	1,106 22
22060	Greenfield and Kampsville	Chicago and Northwestern Rwy.	22.90	6	1,106 22
22061	Vacant				
22062	Kankakee and Bloomington	Chicago and Northwestern Rwy.	87.13	6	3,734 90
22063	Shumway and Effingham	Chicago and Northwestern Rwy.	8.76	6	441 43
22064	Kempton and Kankakee Junction (n. o.)	Chicago and Northwestern Rwy.	42.04	6	1,839 96
22065	Vacant				
22066	Chicago and Alzant	Chicago and Northwestern Rwy.	215.90	6	16,896 18
22067	Havana and Galesburg	Chicago and Northwestern Rwy.	60.81	8.87	2,911 58
22068	Peoria and Keithsburg	Chicago and Northwestern Rwy.	92.05	6	2,391 12
22069	Kankakee and Seneca	Chicago and Northwestern Rwy.	42.51	6	1,800 05
22070	Galva and Gladstone	Chicago and Northwestern Rwy.	75.17	10.56	4,827 45
22071	Aurora and Turner	Chicago and Northwestern Rwy.	12.64	12.13	536 94
22072	Elmwood and Buda	Chicago and Northwestern Rwy.	45.87	9	2,349 89
22073	Vacant				
22074	Yarns and Lacon	Chicago and Alton R. R.	10.00	12	453 15
22075	Mayville and Pittsfield	Wabash, St. Louis and Pacific Rwy.	6.86	19	946 08
22076	La Harpe and Burlington	Chicago and Northwestern Rwy.	20.53	12	877 05
22077	White Heath and Decatur	Chicago and Northwestern Rwy.	30.63	6	1,361 80
22078	St. Leonards and Shawneetown	Louisville and Nashville R. R.	41.22	6	1,762 15
22079	Fall Creek and Louisiana	Chicago, Burlington and Quincy R. R.	31.46	6	1,433 50
22080	Wellington and Claus Park	Chicago and Eastern Illinois R. R.	12.89	6	551 04
22081	Clayton and Keokuk	Wabash, St. Louis and Pacific Rwy.	43.00	12	3,020 33
22082	Streator, Ill., and North Judeon, Ind	Indiana, Illinois and Iowa R. R.	110.50	6	4,706 45
22083	Bates and Grafton	Wabash, St. Louis and Pacific Rwy.	71.93	6	3,595 86

## C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>ILLINOIS—Continued.</b>										
23084	Sterling and Rarotow.....	Chicago, Burlington and Quincy R. R.	40.53	6	1,801 96	.....	1,801 96	44 46	.....	
23085	Murphyaborough and Pinckneyville.....	St. Louis Coal R. R.	23.21	6	992 22	.....	992 22	42 75	.....	
23086	Buckingham and Clarke City.....	Illinois Central R. R.	9.50	6	327 97	.....	327 97	34 20	.....	
			7,757.67		957,059 09	180,573 63	1,087,632 72			
<b>MICHIGAN.</b>										
24001	Toledo and Detroit.....	Lake Shore and Michigan Southern Rwy.	65.59	24.17	10,597 72	.....	10,597 72	161 69	.....	
24002	Monroe and Adrian.....	do	34.90	14.15	2,775 25	.....	2,775 25	79 52	.....	
24003	Adrian and Jackson.....	do	47.41	12	4,084 33	.....	4,084 33	86 36	.....	
24004	White Pigeon and Grand Rapids.....	do	96.32	12	10,953 51	.....	10,953 51	113 72	.....	
24005	.....	do	61.04	10.36	3,966 37	.....	3,966 37	64 96	.....	
24006	.....	Michigan Central R. R.	285.10	33.34	75,785 98	18,531 50	95,317 48	269 33	65 00	
24007	.....	do	40.18	12	1,752 24	.....	1,752 24	43 61	.....	
24008	.....	do	104.80	10.85	7,402 17	.....	7,402 17	70 97	.....	
24009	.....	do	295.62	12.80	29,580 83	1,134 70	30,715 52	100 04	19 00	
24010	.....	do	94.72	26	12,309 81	.....	12,309 81	129 96	.....	
24011	.....	do	2.35	6	100 89	.....	100 89	42 75	.....	
<b>Iale.</b>										
24012	Niles and South Bend.....	do	12.48	15	531 38	.....	531 38	42 75	.....	
24013	Detroit and Bay City.....	do	107.78	16	14,744 30	.....	14,744 30	136 80	.....	
24014	Saginaw and Caro.....	do	84.04	14.25	1,659 10	.....	1,659 10	48 74	.....	
24015	Monroe and Ludington.....	Flint and Pere Marquette R. R.	83.35	16.91	28,615 56	.....	28,615 56	129 92	.....	171.06 miles land grant.
24016	Ionia and Big Rapids.....	Detroit, Lansing and Northern R. R.	68.09	10.44	4,424 48	.....	4,424 48	64 98	.....	
24017	Detroit and Howard City.....	do	160.72	16.23	20,337 50	.....	20,337 50	126 54	.....	233.86 miles land grant.
24018	Fort Wayne and Mackinaw City.....	Grand Rapids and Indiana Rwy.	323.58	14.94	30,248 82	3,310 72	33,559 54	80 03	13 75	
24019	Toledo and Allegan.....	Michigan and Ohio R. R.	157.64	6	.....	.....	.....	100 04	.....	
24020	Toledo and South Lyon.....	Toledo, Ann Arbor and Grand Trunk Rwy.	61.26	10.47	3,247 39	.....	3,247 39	53 01	.....	Pay not fixed.
24021	La Crosse and Pent Water.....	Chicago and West Michigan Rwy.	206.13	13.10	20,114 35	.....	20,114 35	96 62	.....	
24022	Muskegon and Big Rapids.....	do	55.14	9	2,975 98	.....	2,975 98	53 61	.....	

No.	Locality	Distance	Pay	Pay not fixed on
24023	Algon and Holland	34.04	1,243 06	50 45
24024	Ypelandt and Bankers	65.52	2,249 14	49 59
24025	Saginaw Junction (n. o.) and East Saginaw	78.85	3,843 15	48 74
24026	Grand Rapids and Baldwin	72.98	2,740 13	56 14
24027	Detroit and Grand Haven	139.06	25,540 11	135 09
24028	Detroit and Fort Gratiot	55.65	9,277 25	156 18
24029	Jackson and Fort Wayne	96.74	6,286 17	64 88
24030	East Saginaw and Ithaca	45.94	2,287 64	64 13
24031	Fort Howard and Ishpeming	192.45	18,535 39	162 29
24032	Powers and Crystal Falls	57.95	2,774 65	47 88
24033	Lenox and Jackson	35.75	5,404 12	43 75
24034	Walton and Traverse City	70.83	1,882 10	54 72
24035	Toledo and Detroit	26.27	9,835 27	83 27
24036	Trenton and Fayette	60.12	2,924 10	155 61
24037	Saint Clair and Richmond	18	1,092 78	42 75
24038	Iron River Junction (n. o.) and Iron River	19.81	846 88	60 71
24039	Fort Gratiot and Chicago	238.46	25,178 03	42 75
24040	Marquette and Houghton	95.98	3,698 25	74 39
24041	Alma and Lakeview	94	1,331 56	57 46
24042	Port Huron and Sand Beach	71.45	5,009 36	53 87
24043	Coleman and Mount Pleasant	15.04	642 96	76 11
24044	Harrison Junction (n. o.) and Meredith	22.46	635 69	42 75
24045	Manistee Junction (n. o.) and Manistee	27.13	2,041 26	75 24
24046	Mears and Hart	4.15	177 41	42 75
24047	Flint and Postoria	34.45	1,045 68	42 75
24048	East Saginaw and Bay City	12.21	1,174 63	88 92
24049	Detroit and Bay City Crossing and Saginaw	2.76	176 83	47 03
24050	Buchanan and Berrien Springs	11.07	492 17	44 46
24051	Point St. Ignace (n. o.) and Marquette	151.37	6,471 07	42 75
24052	Holland and Grand Rapids	25.46	2,808 23	110 30

## C.—Railroad service as in operation on the 30th of June, 1884—Continued.

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MICHIGAN—Continued.										
24053	Humboldt and Republic .....	Marquette, Houghton and Ontonagon R. R.	Miles. 8.70	6	Dollars. 371 92	.....	Dollars. 371 92	Dollars. 42 75	.....	
24054	East Saginaw and Sebewaing .....	Saginaw, Tuscola and Haron R. R.	38.23	6	1,634 33	.....	1,634 33	42 75	.....	
24055	Vacant.									
24056	Petosky and Harbor Springs .....	Bayview, Little Traverse and Mackinaw R. R.	8.35	12	356 96	.....	356 96	42 75	.....	
24057	An Sable and Alger Junction (n. o.) ..	Detroit, Bay City and Alpena R. R.	{ 28.91 20.44 35.01	{ 6 6 6	2,548 49	.....	2,548 49	{ 42 75 68 40 42 75	{ ..... ..... .....	
24058	Narenta Station (n. o.) and Metropolitan.	Chicago and Northwestern Rwy.			1,496 68	.....	1,496 68			
24059	Milton Junction (n. o.) and Luther..	Grand Rapids and Indiana R. R.			491.62	.....	491 62			
24060	Port Huron and Almont .....	Port Huron and Northwestern Rwy.	34.52	12	1,505 42	.....	1,505 42	43 61	.....	
24061	Palm Station and Port Austin .....	.....do.....	35.16	6	1,503 09	.....	1,503 09	42 75	.....	
24062	Milwaukee Junction (n. o.) and Detroit Junction.	Chicago, Detroit and Canada Grand Trunk Junction Railroad.	4.53	15	282 76	.....	282 76	62 42	.....	
24063	Lawton and Hartford .....	Paw Paw and Toledo and South Haven R. R.	20.21	6	863 97	.....	863 97	42 75	.....	
24064	Pontiac and Caseville. ....	Pontiac, Oxford and Port Austin R. R.	100.73	6	4,565 08	.....	4,565 08	45 32	.....	
					451,253 45	22,976 92	474,230 37			
WISCONSIN.										
25001	Milwaukee and North McGregor ..	Chicago, Milwaukee and Saint Paul Rwy.	196.64	14.26	26,733 20	.....	26,733 20	135 96	.....	
25002	Milwaukee and La Crosse .....	.....do.....	{ 104.87 93.08 97.48 75.29	15.79	69,729 86	22,122 00	91,851 86	3 2 26	{ 125 00 100 00	
25003	Milwaukee and Berlin .....	.....do.....		12	10,085 28	.....	10,085 28	103 46	.....	
25004	Milton Junction and Shullsburgh ..	.....do.....		11.39	6,566 04	.....	6,566 04	87 21	.....	

25005	Watertown and Madison	do	30	12	1,767 46	12,316	1,767 46	45 22	.....	.....	.....
25006	Ritchie and Portage	do	48 54	6	3,237 13	.....	3,237 13	66 69	.....	.....	.....
25007	Rush Lake and Winnebago	do	14 42	6	816 45	.....	816 45	42 75	.....	.....	.....
25008	Cahkoosh and Ripon	do	20 90	12	1,346 06	.....	1,346 06	64 13	.....	.....	.....
25009	Chicago and Northwestern Rwy.	Chicago and Northwestern Rwy.	176 70	17 59	41,991 87	12,316	54,207 87	182 87	.....	.....	.....
25010	Caladonia and Winona Junction (n.o.)	do	66	17 16	38,080 25	7,580 80	45,661 05	146 86	.....	.....	.....
25011	Kewasha and Rockford	do	180 52	0 97	9,285 30	592 90	9,877 30	200 93	.....	.....	.....
25012	Millwaukee and Fond du Lac	do	64 07	13	9,805 91	.....	9,805 91	138 05	.....	.....	.....
25013	Qualaska and La Crosse	do	6 11	26	408 14	.....	408 14	50 45	.....	.....	.....
25014	Winona and Winona Junction (n.o.)	do	29 82	13	5,481 81	1,182 80	6,674 61	183 83	.....	.....	.....
25015	Stevens Point and Portage	Wisconsin Central R. R.	72 51	6	4,398 57	.....	4,398 57	59 85	.....	.....	.....
25016	Milwaukee and Crivitz	Wisconsin Central R. R. and Wisconsin and Michigan R. R.	160 49	10 87	15,123 13	.....	15,123 13	167 73	.....	.....	.....
25017	Milwaukee and Ashland	Wisconsin Central R. R.	57 09	6	18,036 73	.....	18,036 73	55 50	.....	.....	.....
25018	Milwaukee and Two Rivers	Milwaukee, Lake Shore and Western Rwy.	84 96	17 48	8,644 68	.....	8,644 68	66 40	.....	.....	.....
25019	Shelbygon and Princeton	Chicago and Northwestern Rwy.	79 13	8 63	5,006 55	.....	5,006 55	101 75	.....	.....	.....
25020	Warren and Mineral Point	Chicago, Milwaukee and Saint Paul Rwy.	32 95	14 34	2,873 56	.....	2,873 56	63 27	.....	.....	.....
25021	Calamine and Plainville	do	18 75	21	817 68	.....	817 68	87 21	.....	.....	.....
25022	New Lisbon and Neeshah	do	12 76	6	545 49	.....	545 49	43 61	.....	.....	.....
25023	Madison and Portage	do	40 77	6	2,335 71	.....	2,335 71	42 75	.....	.....	.....
25024	Itasca and Rock Island	do	197 91	14 11	26,720 39	.....	26,720 39	57 29	.....	.....	.....
25025	Galena and Woodman	Chicago and Northwestern Rwy.	76 20	8 24	5,022 93	.....	5,022 93	129 96	.....	.....	.....
25026	Eau Claire and Abbotsford	Wisconsin and Minnesota R.	65 41	7 01	3,691 08	.....	3,691 08	65 84	.....	.....	.....
25027	Port Howard and Winona	Green Bay, Winona and Saint Paul R. R.	215 50	6	13,069 00	.....	13,069 00	56 43	.....	.....	.....
25028	Hudson and Bayfield	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	181 44	6	5,713 56	.....	5,713 56	69 71	.....	.....	.....
25029	Lone Rock and Richland Centre	Chicago, Milwaukee and Saint Paul Rwy.	16 30	13	784 75	.....	784 75	46 53	.....	.....	.....
25030	Elroy and Saint Paul	Chicago, Saint Paul, Minneapolis and Saint Paul Rwy.	107 62	18 56	21,283 92	.....	21,283 92	47 86	.....	.....	.....
25031	Tomah and Merrill	do	168 07	6	7,115 32	.....	7,115 32	106 06	.....	.....	.....
25032	Ashland Junction (n.o.) and Ashland	do	4 64	6	.....	.....	.....	66 84	.....	.....	.....
25033	North Hudson and River Falls	do	11 29	12	482 64	.....	482 64	.....	.....	.....	.....
25034	Sparta and Viroqua	do	26 88	6	1,746 35	.....	1,746 35	42 75	.....	.....	.....
25035	Fond du Lac and Iron Ridge Junction (n.o.)	do	28 89	13	1,222 48	.....	1,222 48	48 74	.....	.....	.....

66 m. L. G. Fond du Lac to Green Bay.

For 14.80 miles, R. P. O.

Pay not fixed on 20.11 miles; extra, Stiles to Crivitz.

181.33 miles land grant

Pay not fixed on 58.63 miles.

Pay not fixed.

† For 62.7 miles.

† For 180.0 miles.



C.—Railroad services as in operation on the 30th of June, 1884—Continued.

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<b>WISCONSIN—Continued.</b>										
25036	Janesville and Beloit .....	Chicago, Milwaukee and Saint Paul Rwy.	15.76	12	873 74	.....	873 74	42 75	.....	
25037	Merrillton and Neillville .....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	15.51	15	863 06	.....	863 06	42 75	.....	
25038	Milwaukee and Montfort .....	Chicago and Northwestern Rwy.	146.37	9.37	9,761 41	.....	9,761 41	66 69	.....	
25039	Mazo Manie and Prairie du Sac .....	Chicago, Milwaukee and Saint Paul Rwy.	10.45	12	448 73	.....	448 73	42 75	.....	
25040	Hilbert and Appleton .....	Milwaukee and Northern R. R.	21.92	12	1,362 62	.....	1,362 62	62 42	.....	
25041	Elkhorn and Eagle .....	Chicago, Milwaukee and Saint Paul Rwy.	17.56	6	759 69	.....	759 69	42 75	.....	
25042	Lancaster Junction (n. o.) and Lancaster .....	Chicago and Northwestern Rwy.	12.31	12	915 74	.....	915 74	74 39	.....	
25043	Platteville Junction (n. o.) and Platteville .....	.....do .....	4.36	12	186 39	.....	186 39	42 75	.....	
25044	Brodhead and Albany .....	.....do .....	7.60	15	324 90	.....	324 90	42 75	.....	Pay not fixed.
25045	Monico and Rhineland .....	.....do .....	14.76	6	.....	.....	.....	.....	.....	
25046	Oshkosh and Hortonville .....	.....do .....	22.77	6	1,016 16	.....	1,016 16	42 75	.....	
25047	Wabasha and Eau Claire .....	.....do .....	49.58	6	2,119 54	.....	2,119 54	42 75	.....	
25048	Eau Claire and Chicago Junction (n. o.) .....	.....do .....	78.11	6	2,015 51	.....	2,015 51	42 75	.....	Pay not fixed on 31.94 miles.
25049	Manitowoc and Wausau .....	.....do .....	183.61	19.96	9,595 87	.....	9,595 87	71 82	.....	
25050	Eland and Watersmeet .....	.....do .....	105.69	6	3,228 56	.....	3,228 56	69 71	.....	Pay 1.04 fixed on 52.56 miles.
25051	Superior Junction (n. o.) and Superior .....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	63.59	6	2,171 70	.....	2,171 70	34 29	.....	At land grant.
25052	Afton and Janesville .....	Chicago and Northwestern Rwy.	6.64	15	283 86	.....	283 86	42 75	.....	
25053	Red Cedar Junction (n. o.) and Menomonie .....	Chicago, Milwaukee and Saint Paul Rwy.	16.46	6	.....	.....	.....	.....	.....	Pay not fixed.
25054	Trempealeau and Gatesville .....	Chicago and Northwestern Rwy.	3.23	6	.....	.....	.....	.....	.....	Do.

	Brandon and Markesan	Chicago Milwaukee and Saint Paul Rwy.	11.78	0					Do.
25055	Dexter Junction (n. o.) and Vesper.	Wisconsin, Pittsville and Superior Rwy.	28.29	0					Do.
			3,979.25		404,323 80	43,703 60	448,026 40		
	MINNESOTA.								
25001	Saint Paul, Minn., and Mimosla, Mont.	Northern Pacific R. R.	1,278.04	8.15	92,428 02		92,428 02	103 20	384.30 miles pay not fixed. Land grant. Covered by route 25001.
25002	Vacant								Do.
25003	Do	Saint Paul, Minneapolis and Manitoba Rwy.	316.69	13	43,323 19		43,323 19	186 88	Land grant.
25004	East Saint Cloud (n. o.) and Saint Vincent.	do	53.27	13	5,738 77		5,738 77	107 73	Do.
25005	Breckenridge, Minn., and Fargo, Dak.	do							Do.
25006	Saint Paul and Breckenridge	do	216.68	7.87	23,884 90		23,884 90	110 13	Do.
25007	Saint Paul and Duluth	Saint Paul and Duluth R. R.	155.59	12	11,813 95		11,813 95	75 93	Do.
25008	Minneapolis and Stillwater.	do	28.01	12	1,197 43		1,197 43	42 75	
25009	Saint Paul, Minn., and McGregor, Iowa.	Chicago, Milwaukee and Saint Paul Rwy.	117.53	10.75	25,370 30		25,370 30	130 82	95.50 miles land grant, Saint Paul to Austin.
			95.50					104 66	26.33 m., pay not fixed.
			202.80					71 14	L. G. 202.80 m., Hastings to Ortonville.
25010	Hastings, Minn., and Ipswich, Dak.	do	110.11	6	24,218 17		24,218 17	88 92	Land grant.
			26.33					34 20	
25011	Duluth and Brainerd	Northern Pacific R. R.	114.67	9.15	3,921 71		3,921 71	70 11	
25012	Austin, Minn., and Mason City, Iowa.	Chicago, Milwaukee and Saint Paul Rwy.	41.29	12	2,894 84		2,894 84		
25013	Minneapolis, Minn., and La Crosse, Wis.	do	142.37	13	41,811 50	7,128 58	48,940 00	283 27	50 60
25014	Saint Peter, Minn., and Redfield, Dak.	Winona and Saint Peter R. R.	184.73	7.4	32,786 26		32,786 26	83 45	184.73 m. L. G., Saint Peter to Watertown.
			70.65					104 81	Land grant.
25015	Winona and Saint Peter	do	139.80	13	17,690 29		17,690 29	126 54	
25016	Falls	do	28.63	12	1,138 43		1,138 43	42 75	
25017	do	do	28.12	12	1,116 63		1,116 63	42 75	
25018	do	do	28.73	15.37	1,228 21		1,228 21	42 75	
25019	Mankato Junction (n. o.) and Mankato.	do	4.35	28	223 15		223 15	51 80	Formerly part of route 25015.
25020	Worthington, Minn., and Salem, Dak.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	102.37	6	4,989 51		4,989 51	48 74	
25021	Minneapolis, Minn., and Angus, Iowa.	Minneapolis and Saint Louis Rwy.	260.26	8.49	24,032 41		24,032 41	92 84	
25022	Wabasha and Zumbrota	Chicago, Milwaukee and Saint Paul Rwy.	59.24	6	2,583 46		2,583 46	43 61	
25023	La Crosse, Wis., and Flandreau, Dak.	do	302.87	6	27,714 64		27,714 64	88 24	302.87 miles land grant, La Crosse to Airlie.
25024	Mankato and Wells	do	8.97					110 30	
25025	Saint Paul, Minn., and Sioux City, Iowa.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	28.18	6	1,788 33		1,788 33	45 32	Land grant.
			270.11	33	28,584 61		28,584 61	112 86	
25026	Vacant								Covered by route 25025.
25027	Stillwater and Stillwater Junction (n. o.)	do	3.96	40	206 74		206 74	53 01	

## C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars, railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars, railway post-office cars.	Remarks.
<b>MINNESOTA—Continued.</b>										
26028	Heron Lake and Woodstock .....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	Miles. 44.21	6	Dollars. 1,839 98	Dollars. .....	Dollars. 1,839 98	Dollars. 42 75	Dollars. .....	
26029	Lake Crystal and Elmore .....	do .....	44 20	12	1,935 13	.....	1,935 13	44 46	.....	
26030	Laverne and Deon .....	do .....	28 29	6	1,209 40	.....	1,209 40	42 75	.....	
26031	Tracy, Minn., and Pierre, Dak. ....	Chicago and Northwestern	255.71	7	20,953 87	.....	20,953 87	117 14	.....	
26032	Reno and Preston .....	Saint	57.72	6	2,517 17	.....	2,517 17	43 61	.....	
26033	Wyoming and Taylor's Falls .....	R.	20.77	6	959 95	.....	959 95	45 17	.....	
26034	Morris and Brown's Valley .....	and	47.29	6	2,021 65	.....	2,021 65	42 75	.....	
26035	Vacant .....	Manitoba Rwy.	.....	.....	.....	.....	.....	.....	.....	Covered by route 26003.
26036	Do .....	.....	.....	.....	.....	.....	.....	.....	.....	Covered by star service.
26037	Minneapolis and Cologne .....	Chicago, Milwaukee and Saint Paul Rwy.	33.17	6	3,528 81	.....	3,528 81	115 48	.....	
26038	Minneapolis and Birch Cooley .....	Minneapolis and Saint Louis Rwy.	102.58	6	4,560 71	.....	4,560 71	44 46	.....	
26039	Crookston, Minn., and Creel City, Dak. ....	Saint Paul, Minneapolis and Manitoba Rwy.	114.34	6	4,405 77	.....	4,405 77	47 03	.....	30.65 miles pay not fixed.
26040	Minneapolis and Saint Cloud .....	do .....	64.81	6	2,198 63	.....	2,198 63	42 75	.....	13.38 miles pay not fixed.
26041	Vacant .....	.....	.....	.....	.....	.....	.....	.....	.....	66.91 miles pay not fixed.
26042	Wadena, Minn., and Milnor, Dak .....	Northern Pacific R. R.	118.86	6	2,398 53	.....	2,398 53	46 17	.....	
26043	Fergus Falls and Pelican Rapids .....	Saint Paul, Minneapolis and Manitoba Rwy.	22.76	6	972 99	.....	972 99	42 75	.....	
26044	Mendota and Minneapolis .....	Chicago, Milwaukee and Saint	10.06	12	516 06	.....	516 06	51 30	.....	
26045	.....	.....	26.12	13	1,139 09	.....	1,139 09	43 61	.....	
26046	.....	.....	68.37	6	4,684 49	.....	4,684 49	53 01	.....	
26047	..... Bend .....	Saint Paul, Minneapolis and Manitoba Rwy.	37.34	6	1,137 58	.....	1,137 58	42 75	.....	10.78 miles pay not fixed.
26048	Waterville and Red Wing .....	Minneapolis and Saint Louis Rwy.	66.70	6	3,593 13	.....	3,593 13	59 87	.....	
26049	Saint Cloud and Hinckley .....	Saint Paul, Minneapolis and Manitoba Rwy.	68.64	6	.....	.....	.....	.....	.....	Pay not fixed.
26050	Crookston and Saint Hilare .....	do .....	28.73	3	859 60	.....	859 60	29 82	.....	

[illegible]



27048	Elmira (n. o.) and Riverside .....	Burlington, Cedar Rapids and Northern Rwy.	23. 37	6	999 07	.....	999 07	42 75	.....
27049	Vacant.								
27050	Wall Lake and Sac City .....	Chicago and Northwestern Rwy.	14. 17	12	629 99	.....	629 99	44 46	.....
27051	Sumner and Hampton .....	Dubuque and Dakota R. R. ....	65. 89	6	4, 168 86	.....	4, 168 86	63 27	.....
27052	Tama City and Elmore .....	Chicago and Northwestern Rwy.	164. 70	6. 10	12, 533 67	.....	12, 533 67	76 10	.....
27053	Bellevue and Cascade .....	Chicago, Milwaukee and Saint Paul Rwy.	30. 29	6	1, 551 40	.....	1, 551 40	42 75	.....
27054	Atlantic and Griswold .....	Chicago, Rock Island and Pacific Rwy.	15. 20	12	649 80	.....	649 80	42 75	.....
27055	Red Oak and Griswold .....	Chicago, Burlington and Quincy R. R.	18. 88	6	807 12	.....	807 12	42 75	.....
27056	Des Moines and Cedar Falls .....	Wisconsin, Iowa and Nebraska Rwy.	107. 40	6	.....	.....	.....	.....	Pay not fixed.
27057	Vacant.								
27058	Hastings and Carson .....	Chicago, Burlington and Quincy R. R.	16. 25	6	694 69	.....	694 69	42 75	.....
27059	Menlo and Guthrie Centre .....	Chicago, Rock Island and Pacific Rwy.	15. 05	12	643 39	.....	643 39	42 75	.....
27060	Centerville and Des Moines .....	Wabash, Saint Louis and Pacific Rwy.	94. 70	6	4, 048 42	.....	4, 048 42	42 75	.....
27061	Bethany Junction (n. o.) and Albany.	Chicago, Burlington and Quincy R. R.	46. 76	6	2, 998 71	.....	2, 998 71	64 13	.....
27062	Mount Zion and Keosauqua .....	Chicago, Rock Island and Pacific Rwy.	5. 07	12	216 74	.....	216 74	42 75	.....
27063	Avoca and Carson .....	do .....	17. 80	6	760 95	.....	760 95	42 75	.....
27064	Fort Madison and Birmingham .....	Fort Madison and Northwestern Rwy.	41. 62	6	1, 779 25	.....	1, 779 25	42 75	.....
27065	Thornburgh and Montezuma .....	Burlington, Cedar Rapids and Northern Rwy.	16. 29	6	766 12	.....	766 12	47 03	.....
27066	Jewell and Lake City .....	Chicago and Northwestern Rwy.	58. 69	6	2, 910 44	.....	2, 910 44	49 59	.....
27067	Humeston and Shenandoah .....	Humeston and Shenandoah R. R.	113. 31	6	5, 910 25	.....	5, 910 25	52 16	.....
27068	Newburgh and State Centre .....	Central Iowa Rwy. ....	26. 98	6	1, 153 39	.....	1, 153 39	42 75	.....
27069	Vacant.								
27070	Eagle Grove and Iroquois .....	Chicago and Northwestern Rwy.	271. 43	6	9, 177 95	.....	9, 177 95	63 27	Pay not fixed on 126.37 miles extension, Hawarden to Iroquois.
27071	Carroll and Kirkman .....	Chicago and Northwestern Rwy.	35. 01	8. 98	1, 496 68	.....	1, 496 68	42 75	.....
27072	Vacant.								
27073	Pacific Junction and Plattsmouth ..	Chicago, Burlington, and Quincy R. R.	6. 89	20	354 38	.....	354 38	107 39	Pay not fixed on 3.59 miles.
27074	Red Oak and Eastport .....	do .....	50. 74	7	3, 730 91	.....	3, 730 91	73 53	.....
27075	Vacant.								
27076	Summerset and Winterset .....	Chicago, Rock Island and Pacific Rwy.	27. 72	12	1, 659 04	.....	1, 659 04	59 85	.....
27077	California and Fremont .....	Sioux City and Pacific R. R. ....	82. 23	6	2, 838 50	.....	2, 838 50	88 97	.....

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

No. of route.	State and terminl.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	IOWA—Continued.									
27078	Hampton and Belmond.	Central Iowa Rwy.	22.82	6	975 55	.....	975 55	42 75	.....	
27079	Marshalltown and Story City.	do.	39.33	6	1,681 36	.....	1,681 36	42 75	.....	
27080	Manning and Audubon.	Chicago and Northwestern Rwy.	17.99	6	769 07	.....	769 07	42 75	.....	
27081	Des Moines and Boone.	Saint Louis, Des Moines and Northern Rwy.	43.30	6	1,851 07	.....	1,851 07	42 75	.....	
27082	Winfield and Martinsburgh.	Burlington and Western Rwy.	47.70	6	2,039 17	.....	2,039 17	42 75	.....	
27083	Clarinda and Northborough.	Chicago, Burlington and Quincy R. R.	18.23	6	1,013 22	.....	1,013 22	55 58	.....	
27084	Des Moines and Leon.	Des Moines, Osceola and Southern R. R.	92.12	6	3,690 18	.....	3,690 18	42 75	.....	Pay not fixed on 5.80 miles extension, from Decatur to Leon.
27085	Vacant.									
27086	Oskaloosa and Keithsburg.	Central Iowa Rwy.	99.19	6	3,505 97	.....	3,505 09	42 75	.....	Pay not fixed on 17.20 miles extension, from Morning Sun to Keithsburg.
27087	Tara and Ruthven.	Des Moines and Fort Dodge R. R.	54.98	6	2,350 39	.....	2,350 39	42 75	.....	Pay not fixed.
27088	Eldora Junction (n. o.) and Iowa Falls.	Chicago, Iowa and Dakota Rwy.	21.49	6	.....	.....	.....	.....	.....	Pay not fixed on 25.98 miles extensions, Holstein to Kingsley.
27089	Sac City and Kingsley.	Chicago and Northwestern Rwy.	58.40	6	1,385 95	.....	1,385 95	42 75	.....	
27090	Wilton Junction and Muscatine.	Chicago, Rock Island and Pacific Rwy.	12.73	12	685 77	.....	685 77	53 87	.....	
27091	New Sharon and Newton.	Central Iowa Rwy.	33.06	6	.....	.....	.....	.....	.....	Pay not fixed.
			6,910 33		606,830 55	35,399 08	642,229 63			
	MISSOURI.									
28001	Saint Louis and Atchison.	Missouri Pacific Rwy.	37	16.03	139,256 81	30,732 50	169,989 31	344 06	100 00	For 283.45 miles.
28002	Saint Louis and Blomark.	Saint Louis, Iron Mountain and Southern Rwy.	294.20	30.36	21,497 71	4,893 20	26,390 91	430 07	50 00	For 47.75 miles.
28003	Saint Louis and Vinita.	Saint Louis and San Francisco Rwy.	75.28					285 57	65 00	
			73.61	10.97	46,151 20	7,180 00	53,331 20	127 91	25	For 287.20 m., R. P. O.
			287.20							





## C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
28033	Missouri—Continued.									
28033	Independence and Sedalia .....	Missouri Pacific Rwy. ....	88.19	6.77	4,599 99	.....	4,599 99	52 16	.....	
28034	Bismarck and Columbus .....	Saint Louis, Iron Mountain and Southern Rwy. ....	121.28	13	10,369 44	.....	10,369 44	85 60	.....	
28035	Neelyville and Doniphan .....	do .....	20.09	6	858 84	.....	858 84	42 75	.....	
28036	Fort Scott and Springfield .....	Kansas City, Fort Scott and Gulf R. R. ....	103.72	9.83	11,983 20	.....	11,983 20	114 57	.....	
28037	Saint Joseph and Albany .....	Saint Joseph and Des Moines R. R. ....	51.19	12	2,757 60	.....	2,757 60	53 87	.....	
28038	Vacant .....									
28039	Pierce City and Fort Smith .....	Saint Louis and San Francisco Rwy. ....	139.86	7	11,362 45	.....	11,362 45	81 23	.....	
28040	Pleasant Hill and Joplin. ....	Missouri Pacific Rwy. ....	123.70	14	10,631 82	.....	10,631 82	79 52	.....	
28041	Weytown and Carbon Centre .....	Kansas City, Fort Scott and Gulf R. R. ....	24.05	7	1,028 14	.....	1,028 14	42 75	.....	
28042	Sedalia and Warsaw .....	Missouri Pacific Rwy. ....	43.18	6	1,845 84	.....	1,845 84	42 75	.....	
28043	Summitville and Bonne Terre .....		13.20	18	564 30	.....	564 30	42 75	.....	
28044	Bigelow and Burlington Junction .....		32.11	6	1,619 95	.....	1,619 95	50 45	.....	
28045	Cape Girardeau and Puxico .....		43.99	8.99	1,147 84	.....	1,147 84	42 75	.....	Pay not fixed on 17.14 miles.
28046	Corning and Northborough .....	Council Bluffs R. R. ....	28.02	6	1,509 44	.....	1,509 44	53 87	.....	
28047	Jefferson City and Aurora Springs .....	Missouri Pacific Rwy. ....	37.46	6	1,601 41	.....	1,601 41	42 75	.....	
28048	Vacant .....									
28049	Mineral Point and Potosi .....	Mountain R. R. ....	4.44	9	189 81	.....	189 81	42 75	.....	
28050	Palmyra and Hannibal .....	St. Joseph R. R. ....	15.93	17	740 90	.....	740 90	46 51	.....	
28051	Bird's Point, Ill., and Texarkana, Ark. ....	Texas and Saint Louis Rwy. ....	418.05	6	5,573 95	.....	5,573 95	44 46	.....	Pay not fixed on 298.63 miles.
28052	Paw Paw Junction (n. o.) and New Madrid .....	do .....	6.14	12	262 46	.....	262 46	42 75	.....	
28053	North Springfield and Chadwick .....	Saint Louis and San Francisco Rwy. ....	34.47	6	1,206 55	.....	1,206 55	42 75	.....	Pay not fixed on 6.73 miles.
28054	Oregon and Galena .....	do .....	21	10.38	997 75	.....	997 75	42 75	.....	

29000	Clinton and Brownington.	Kansas City and Southern Rwy.	11.85	6	811,771 52	115,357 20	927,128 73	Pay not fixed.
29001	Hopedfield and Little Rock.	Memphis and Little Rock R. R.	135.88	7	15,243 01	.....	15,243 01	112 18
29002	Helena and Camden.	Arkansas Midland R. R.	48.20	6	2,431 89	.....	2,431 89	50 45
29003	Argenta and Fort Smith.	Little Rock and Fort Smith Rwy.	167.15	6	12,233 70	.....	12,233 70	73 19
29004	Tripp and Warren.	Little Rock, Mississippi River and Texas Rwy.	48.25	6	2,494 66	.....	2,494 66	50 45
29005	Malvern Junction and Hot Springs.	Hot Springs R. R.	25.90	14	1,793 83	.....	1,793 83	69 26
29006	Brinkley and Riverside.	Batesville and Brinkley R. R.	34.53	6	474 09	.....	474 09	43 75
29007	Little Rock and Arkansas City.	Little Rock, Mississippi River and Texas Rwy.	114.09	6.37	7,706 77	.....	7,706 77	67 55
29008	Helena and Forest City.	Saint Louis, Iron Mountain and Southern Rwy.	43.90	6	1,876 73	.....	1,876 73	42 75
29009	Ozan and Hope.	Arkansas and Louisiana Rwy.	16.34	7	442 03	.....	442 03	42 75
29010	Garden and Camden.	Saint Louis, Iron Mountain and Southern Rwy.	34.28	6	1,494 95	.....	1,494 95	49 61
29011	Vacant.	do	97.02	7	5,907 89	.....	5,907 89	51 20
29012	Knobel and Forest City.	Eureka Springs Rwy.	19.26	6	.....	.....	.....	No pay fixed.
29013	Sullivan, Mo., and Eureka Springs, Ark.	Saint Louis Iron Mountain and Southern Rwy.	29.69	6	.....	.....	.....	Do.
29014	Newport and Batesville.	Texas and Saint Louis Rwy.	7.17	6	.....	.....	.....	Do.
29015	McNell and Magnolia.	.....	822.57	.....	51,189 33	.....	51,189 33	.....
30001	Vacant.	Missouri Pacific Rwy.	172.30	14	13,112 03	.....	13,112 03	76 10
30002	New Orleans and Cheneyville.	Morgan's Louisiana and Texas R. R. and Steamship Co.	210.36	11.88	25,168 85	.....	25,168 85	129 96
30003	do	do	15.85	7	677 58	.....	677 58	42 75
30004	Terre Bonne and Houma.	do	21.83	6	933 23	.....	933 23	42 75
30005	Vacant.	Pacific R. R.	24.21	3	784 46	.....	784 46	20 93
30006	Clinton and Port Hudson.	Morgan's Louisiana and Texas R. R. and Steamship Co.	147.01	6	4,011 34	.....	4,011 34	52 67
30007	Bayou Sara and Woodville.	Louisiana Western R. R.	6.30	7	271 89	.....	271 89	42 75
30008	Vicksburgh, Miss., and Lanesville, La.	do	112.15	6	12,963 59	.....	12,963 59	114 87
30009	Terre Bonne and Tallhedeaux.	Missouri Pacific Rwy.	157.25	7	16,622 23	.....	16,622 23	67 55
30010	Vermillionville, La., and Orange, Tex.	Morgan's Louisiana and Texas R. R. and Steamship Co.	6.90	14	294 97	.....	294 97	42 75
30011	Shreveport and Cheneyville.	do	.....	.....	.....	.....	.....	.....
30012	Cades and Saint Martinsville.	do	.....	.....	.....	.....	.....	.....

\$168.96 per mile for 83.52 miles land grant.

Land grant. 79.85 miles no pay fixed.

## C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	LOUISIANA—Continued.									
20012	Baton Rouge Junction (n. o.) and Port Allen.	Missouri Pacific Rwy.	5	21	478 80	.....	478 80	59 85	.....	
20014	New Orleans and Baton Rouge....	New Orleans and Mississippi Valley Rwy.	88.40	6	.....	.....	.....	.....	.....	No pay fixed.
	TEXAS.									
			974.82		60,316 97	.....	60,316 97			
31001	Houston and Galveston .....	Hen-	50.90	20	7,180 97	.....	7,180 97	141 08	.....	
31002	Houston and San Antonio.....	and	218.01	7	21,054 12	.....	21,054 12	96 62	.....	
31003	Houston and Denison City.....	Houston and Texas Central R. R.	387.84	13	53,407 80	.....	53,407 80	158 18	.....	
31004	Hempstead and Austin.....	do	116.22	13	8,609 15	.....	8,609 15	75 24	.....	
31005	Brenmond and Albany .....	do	231.04	9.9	15,403 05	.....	15,403 05	66 69	.....	
31006	Langview and Houston .....	International and Great North-orn R. R.	236.23	12.8	35,751 04	.....	35,751 04	151 34	.....	
31007	Palestine and Laredo .....	do	414.54	11.4	53,873 61	.....	53,873 61	129 86	.....	
31008	Houston and Columbia .....	do	51.25	8	1,583 91	.....	1,583 91	29 93	.....	
31009	Shreveport, La., and El Paso, Tex.	Texas and Pacific Rwy .....	834.47	7.7	65,483 87	.....	65,483 87	88 07	.....	91.50 miles lap service no pay fixed.
31010	Marshall, Tex., and Texarkana, Ark	do	72.26	14	14,580 62	.....	14,580 62	201 78	.....	
31011	Whitesborough, Tex., and Texarkana, Ark.	do	172.67	7	14,701 16	.....	14,701 16	84 63	.....	
31012	Houston and Orange .....	Texas and New Orleans R. R.	106.24	6	12,626 62	.....	12,626 62	118 85	.....	
31013	Jefferson and McKinney.....	Missouri Pacific Rwy .....	182.54	7	7,564 45	.....	7,564 45	49 50	.....	
31014	Columbus and La Grange .....	Galveston, Harrisburgh and San Antonio Rwy.	31.61	6	1,351 32	.....	1,351 32	42 75	.....	
31015	Henderson and Overton .....	International and Great North-orn R. R.	14.57	7	779 28	.....	779 28	47 08	.....	
31016	Corpus Christi and Laredo .....	Texas-Mexican Rwy.....	161.75	7	8,574 86	.....	8,574 86	53 01	.....	
31017	Denison City and Mineola .....	Missouri Pacific Rwy.....	102.84	7	2,144 53	.....	2,144 53	58 92	.....	
31018	Brownsville and Isabel .....	Ello Grande R. R. ....	23.24	7	983 51	.....	983 51	42 75	.....	
31019	Indianola and Cuero.....	Gulf, Western Texas and Pacific Rwy.	64.74	6	2,883 18	.....	2,883 18	43 75	.....	



C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
31048	TEXAS—Continued.	Longview and Easton	Miles. 13.77	6	Dollars. 470,591 09	Dollars. .....	Dollars. 470,591 09	Dollars. .....	Dollars. .....	No pay fixed.
			6,079							
32001	INDIAN TERRITORY.	Atoka and Lehigh	8.05	6	344 13	.....	344 13	42 75	.....	Do.
32002			63.54	6	.....	.....	.....	.....	.....	
		Missouri Pacific Rwy. St. Louis and San Francisco Rwy.	71.59		344 13	.....	344 13			
33001	KANSAS.	Kansas City, Mo., and Denver, Colo	{ 302.70 337.12 }	{ 14 }	114,879 68	11,781 50	126,661 18	179 55	{ 25 00 12 50 }	Land grant. { 58.83 miles land grant, Saint Joseph to Hastings. Land grant. { 470.41 miles land grant, Atchison to Grenada.
33002		Lawrence and Leavenworth	35.05	7	2,547 43	.....	2,547 43	72 68	.....	
33003		Atchison and Waterville	100.40	7	13,734 72	.....	13,734 72	136 80	.....	
33004		Lawrence and Coffeyville	141.57	6	10,555 45	.....	10,555 45	74 56	.....	
33005		Cherryvale and Hunnewell	131.19	6	10,768 07	.....	10,768 07	82 08	.....	
33006		Waseca Junction (n. o.) and Ottawa.	46.63	6	6,060 03	.....	6,060 03	129 96	.....	
33007		Saint Joseph, Mo., and Grand Isl. and, Nebr.	{ 226.50 26.38 }	{ 7 }	15,264 71	.....	15,264 71	{ 58 83 73 53 }	.....	
33008		Kansas City, Mo., and Webb City, Kans.	181.79	10.79	19,584 24	.....	19,584 24	107 73	.....	
33009		Junction City and Parsons	157.86	6	9,826 78	.....	9,826 78	62 25	.....	
33010		Atchison, Kans., and South Pueblo, Colo.	{ 470.41 150.09 }	{ 26.81 }	112,975 50	14,204 75	127,180 25	{ 171 69 214 61 }	{ 25 00 }	
33011		Newton and Arkansas City	78.56	8.07	6,112 75	.....	6,112 75	77 81	.....	
33012		Atchison, Kans., and Columbus, Nebr.	221.36	6	16,276 60	.....	16,276 60	73 53	.....	
33013		Leavenworth and Miltonvale	167.91	6	9,762 29	.....	9,762 29	58 14	.....	
33014		Lawrence and Carbondale	32.96	6	1,409 04	.....	1,409 04	42 75	.....	

	Junction City and Concordia .....	Junction City and Fort Kearney R. R.	72.19	8.70	5,194.29		5,194.29	70.97		{ 25.00 for twice and (n. o.), 13.90 miles.
23015	Topoka, Kans., and Kansas City, Mo.	Atchison, Topeka and Santa Fé R. R.	{ 13.30 54.28	{ 14	17,525.79	1,089.50	19,215.29	{ 277.89 254.79		
23017	Florence and Douglas .....	do .....	54.58	6	3,079.94		3,079.94	55.48		
23018	at ant .....	do .....								
23019	Ottawa and Burlington .....	Southern Kansas Rwy ..	44.95	6	2,850.33		2,850.33	60.71		
23020	Girard, Kans., and Joplin, Mo .....	Saint Louis and San Francisco Rwy.	38.09	7	1,653.99		1,653.99	42.76		
23021	Waterville and Washington .....	Central Branch Union Pacific R. R.	26.62	6.6	2,309.64		2,309.64	112.01		
23022	Greenleaf and Concordia .....	do .....	42.05	7	5,500.99		5,500.99	139.82		
23023	Emporia and Howard .....	Atchison, Topeka and Santa Fé R. R.	76.59	6	3,963.96		3,963.96	50.45		
23024	Cherryvale and Arcadia .....	Kansas City, Fort Scott and Gulf R. R.	73.94	7	3,856.72		3,856.72	52.18		
23025	Solomon City and Beloit .....	Solomon R. R. ....	57.93	7	3,164.45		3,164.45	54.72		
23026	Concordia and Leno .....	Central Branch Union Pacific R. R.	138.54	7	12,075.02		12,075.02	91.49		
23027	Yuma (n. o.) and Warwick .....	do .....	30.96	6	1,319.26		1,319.26	42.75		
23028	Salina and McPherson .....	Salina and Southwestern Rwy.	37.07	7	1,584.74		1,584.74	42.75		
23029	Down's and Bull's City .....	Central Branch Union Pacific R. R.	24.08	6	1,050.12		1,050.12	43.61		
23030	Florence and Ellinwood .....	Atchison, Topeka and Santa Fé R. R.	98.87	6	5,410.16		5,410.16	54.72		
23031	Paola and Leroy Junction (n. o.) ..	Missouri Pacific Rwy .....	61.40	6	4,199.76		4,199.76	68.40		
23032	Jameson and Burr Oak .....	Central Branch Union Pacific R. R.	83.90	6	1,565.16		1,565.16	46.17		
23033	Ossawatimie and Ottawa .....	Missouri Pacific Rwy .....	21.40	6	951.44		951.44	44.46		
23034	Burlingame and Manhattan .....	Manhattan, Alma and Burlington Rwy.	57.21	6	2,543.55		2,543.55	44.48		
23035	Wellington and Harper .....	Southern Kansas Rwy .....	35.89	6	1,565.16		1,565.16	48.61		
23036	Fort Scott and Wichita .....	St. Louis, Fort Scott and Wichita R. R.	158.60	6	8,272.57		8,272.57	52.16		
23037	Mulvane and Caldwell .....	Atchison, Topeka and Santa Fé R. R.	28.30	6	2,849.13		2,849.13	74.89		
23038	Leavenworth and Meriden Junction (n. o.) ..	Leavenworth, Topeka and Southwestern Rwy.	44.98	6	1,276.09		1,276.09	42.75		17.13 miles pay not fixed.
23039	Girard and Chanute .....	Southern Kansas Rwy .....	41.23	6	685.28		685.28	42.75		25.20 miles pay not fixed.
23040	Atchison, Kans., and Omaha, Nebr .....	Missouri Pacific Rwy .....	165.33	7	10,743.14		10,743.14	64.96		Formerly part of route 28001.
23041	Ottawa and Emporia .....	Southern Kansas Rwy .....	57.28	6						Pay not fixed.
23042	Wichita and Cheney .....	Wichita and Western R. R.	28.76	6						Do.
23043	Weir City Junction (n. o.) and Weir ..	Kansas City, Fort Scott and Gulf R. R.	3.88	6						Do.
			4,444.82		455,447.96	27,675.75	483,123.71			



C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>NEBRASKA.</b>										
34001	Union Pacific Transfer, (n. o.) Iowa, Ogden City, Utah	Union Pacific Rwy.	374.42	8.7	448,142 30	01,004 50	510,206 80	434 34	75 00	R. P. O., 147.50 miles.
34002	Plattsmouth and Kearney	Burlington and Missouri River R. R. (in Nebraska)	859.66	8.02	24,509 85	3,687 50	28,197 35	128 25	50 00	
34003	Omaha and Covington	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	181.11	6.47	8,598 95		8,598 95	87 55	25 00	
34004	Omaha and Oropolla Junction (n. o.)	Omaha and Southwestern Rwy.	16.69	12	1,845 09	415 00	2,260 09	111 15		
34005	Nebraska City and York	Nebraska Rwy.	137.43	6	9,166 54		9,166 54	66 69		
34006	Crete and Beatrice	Omaha and Southwestern R. R.	30.68	6	2,175 94		2,175 94	70 97		
34007	Coburn Junction (n. o.) and Ponca	Chicago, St. Paul, Minneapolis and Omaha Rwy.	16.37	6	699 81		699 81	42 75		
34008	Valley and Stromaburgh	Omaha and Republican Valley R. R.	90.86	6.5	5,437 97		5,437 97	59 85		
34009	Hastings, Nebr., and Denver, Col.	Republican Valley R. R.	415.88	7.43	10,903 32	10,397 00	21,300 32	63 27	25 00	243.55 miles pay not fixed for transportation.
34010	Fremont and Valentine	Mia-	268.59	6	13,458 16		13,458 16	63 27		55.88 miles pay not fixed.
34011	York and Central City	Black	42.01	6	2,801 65		1,801 95	66 69		
34012	Columbus and Norfolk	Black	50.74	7.09	2,225 90		2,225 90	44 46		
34013	Lincoln and Marysville	Omaha and Republican Valley R. R.	78.27	6	1,549 29		1,549 29	42 75		39.09 miles pay not fixed.
34014	Valparaiso and Lincoln	do	20.30	6	867 82		867 82	42 75		
34015	Grand Island and North Loup	do	50.09	6	2,441 38		2,441 38	48 74		
34016	Beatrice and Red Cloud	Republican Valley R. R.	120.84	6	5,889 74		5,889 74	46 74		
34017	Lost Creek and Albion	Omaha, Nebraska and Black Hills R. R.	34.22	6	1,462 90		1,462 90	42 75		
34018	Norfolk Junction (n. o.) and Creighton	Fremont, Elkhorn and Missouri Valley R. R.	42.50	6	1,816 87		1,816 87	42 75		
34019	Nebraska City and Beatrice	Republican Valley R. R.	67.76	6	1,492 39		1,492 39	45 32		34.83 miles pay not fixed.
34020	Wymore and Table Rock	do	40.42	6	1,727 95		1,727 95	42 75		
34021	Emerson Junction (n. o.) and Norfolk	Chicago, St. Paul, Minneapolis and Omaha Rwy.	44.67	6	1,905 14		1,905 14	42 75		

[illegible]



38023	Denver and Pueblo .....	Denver and New Orleans R. R.	125.98	8.21	8,186 18	.....	8,186 18	64 98	.....
38024	Garo and London .....	Denver, South Park and Pacific R. R.	15.75	14	673 31	.....	673 31	42 75	.....
38025	Manitou Junction (n. o.) and Colorado Springs.	Denver and New Orleans R. R.	9.64	17.5	412 11	.....	412 11	42 75	.....
38026	Come and Dillon .....	Denver, South Park and Pacific R. R.	30.28	7	1,294 47	.....	1,294 47	42 75	.....
38027	Greeley and Stout .....	Greeley, Salt Lake and Pacific Rwy.	39.05	6	1,669 39	.....	1,669 39	42 75	.....
38028	Denver and Semper .....	Denver R. R. Construction, Land and Coal Co.	10.39	7	444 17	.....	444 17	42 75	.....
38029	Boulder and Sunset .....	Greeley, Salt Lake and Pacific Rwy.	13.11	6	.....	.....	.....	Pay not fixed.	.....
38030	Colorado Springs Station (n. o.) and Manitou Station (n. o.).	Denver and Rio Grande Rwy.	5.40	14	235 49	.....	235 49	43 61	.....
			2,824.78		256,357 18	4,934 00	261,291 18		
	NEW MEXICO.								
39001	Lamy and Santa Fé .....	Atchison, Topeka and Santa Fé R. R.	18.70	14	1,231 20	.....	1,231 20	65 84	.....
39002	Antonito, Colo., and Silverton, Colo.	Denver and Rio Grande Rwy.	215.66	7	17,886 83	.....	17,886 83	82 94	.....
39003	Albuquerque, N. Mex., and Needles, Cal.	Atlantic and Pacific R. R. ....	577.02	6	9,850 28	.....	9,850 28	34 20	.....
39004	Rincon, N. Mex., and El Paso, Tex.	Atchison, Topeka and Santa Fé R. R.	77.45	7	3,310 98	.....	3,310 98	42 75	.....
39005	Deming, N. Mex., and El Paso, Tex.	Central Pacific R. R. Co. (lessee Southern Pacific R. R.).	88.72	7	3,792 78	.....	3,792 78	42 75	.....
39006	Deming and Silver City .....	Silver City, Deming and Pacific R. R.	47.70	6	2,406 46	.....	2,406 46	50 45	.....
39007	Las Vegas and Las Vegas Hot Springs.	Atchison, Topeka and Santa Fé R. R.	10.89	6	.....	.....	.....	Pay not fixed.	.....
39008	Nutt Station (n. o.) and Lake Valley.	Atchison, Topeka and Santa Fé R. R.	13.73	6	.....	.....	.....	Do.	.....
			1,049.87		38,478 53	.....	38,478 53		
	ARIZONA.								
40001	Yuma, Ariz., and Deming, N. Mex.	Central Pacific R. R. Co. (lessee Southern Pacific R. R. of Arizona).	467.02	7	64,289 97	.....	64,289 97	137 66	.....
40002	Benson and Nogales .....	New Mexico and Arizona R. R.	88.43	8.26	4,158 86	.....	4,158 86	47 03	.....
			555.45		68,448 83	.....	68,448 83		
	UTAH.								
41001	Salt Lake City and Frisco .....	Utah Central Rwy .....	281	8.21	22,345 12	.....	22,345 12	79 52	.....
41002	Vacant.								

Land grant. Pay not fixed on 289 miles.

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
41003	UTAH—Continued.	Union Pacific Rwy .....	417.27	7	57,796 06	.....	57,796 06	138 51	.....	
41004	Ogden City, Utah, and Butte City, Mont.	Denver and Rio Grande Rwy.	17.42	7	744 70	.....	744 70	42 75	.....	
41005	Sandy and Bingham Canyon.....	Utah and Nevada Rwy .....	40.50	6	1,731 37	.....	1,731 37	42 75	.....	
41006	Salt Lake City and Stockton.....	Denver and Rio Grande Rwy.	10.50	7	448 88	.....	448 88	42 75	.....	
41007	Bingham Junction (n. o.) and Wasatch.	.....								
41008	Vacant.	Echo and Park City R. R. ....	28.45	14	1,362 18	.....	1,362 18	47 88	.....	Pay not fixed.
41009	Echo City and Park City .....	Denver and Rio Grande Rwy.	17.30	6	.....	.....	.....	.....	.....	
41010	Colton and Scofield .....	San Pete Valley Rwy .....	26.24	6	1,346 11	.....	1,346 11	51 30	.....	
41011	Nephi and Wales .....	Salt Lake and Western Rwy ..	53.50	6	2,287 12	.....	2,287 12	42 75	.....	Do.
41012	Lehi Junction (n. o.) and Tintic.....	do .....	4.20	6	.....	.....	.....	.....	.....	
	Ironton Station (n. o.) and Silver City	.....			88,061 54	.....	88,061 54	.....	.....	
	IDAHO.		896.38		.....	.....	.....	.....	.....	
42001	Shoshone and Hailey .....	Oregon Short Line Rwy .....	57.90	6	.....	.....	.....	.....	.....	Pay not fixed.
			57.90		.....	.....	.....	.....	.....	
	WASHINGTON TERRITORY.				.....	.....	.....	.....	.....	
43001	Kalama and Tacoma.....	Northern Pacific R. R. ....	105	6	6,463 80	.....	6,463 80	61 56	.....	Land grant.
43002	Seattle and New Castle.....	Seattle and Walla Walla R. R.	20.28	6	866 97	.....	866 97	42 75	.....	
43003	Olympia and Tenino.....	Olympia and Chehalis Valley R. R.	16.05	6	741 02	.....	741 02	46 17	.....	
43004	Walla Walla and Wallula .....	Walla Walla and Columbia River R. R.	32.10	6	3,156 39	.....	3,156 39	98 33	.....	
43005	New Tacoma and Carbonado .....	Northern Pacific R. R. ....	34.83	6	2,144 13	.....	2,144 13	61 56	.....	Land grant.
43006	Palouse Junction (n. o.) and Colfax	Columbia and Palouse R. R. ...	89.18	6	.....	.....	.....	.....	.....	Pay not fixed.
43007	Vacant.	Oregon Rwy. and Navigation Co.	40	7	4,001 60	.....	4,001 60	100 04	.....	
43008	Walla Walla and Dayton .....	Northern Pacific R. R. ....	417.03	7	9,640 88	.....	9,640 88	41 73	.....	Land grant. Pay not fixed on 186 miles.

44010	Bolton Junction (n. o.) and Riparia ..	Oregon Rwy. and Navigation Co.	31.10	6	27,014 79	27,014 79	Pay not fixed.
			785.57				
44001	Portland and Ashland .....	Oregon and California R. R. ....	312.00	7.53	34,461 91	130 83	Pay not fixed on 79.26 miles.
44002	Portland and Corvallis .....	do .....	97.85	6	5,271 17	53 87	
44003	Umatilla and Pendleton .....	Oregon Rwy. and Navigation Co.	44.35	6	3,488 57	78 06	
44004	Vacant.						
44005	Portland, Oreg., and Wallula, Wash. Ter.	Oregon Rwy. and Navigation Co.	214.80	6	28,100 14	130 82	
			600.69		71,321 79		
45001	Virginia City and Reno .....	Virginia and Truckee R. R. ....	52.61	7	6,117 49	116 28	
45002	Palmdale and Eureka .....	Eureka and Palmdale R. R. ....	90.85	7	5,826 21	64 13	
45003	Battle Mountain and Austin .....	Nevada Central Rwy .....	94.10	7	4,022 77	42 75	
45004	Mountain House and Camalaria .....	Carson and Colorado R. R. ....	158.96	7	8,563 17	53 87	
45005	Belleville and Kewler .....	do .....	143.22	6			Pay not fixed
			539.74		24,529 64		
46001	San Francisco, Cal., and Ogden City, Utah.	Central Pacific R. R. ....	50.41	8.8	300,926 86	360 81	Land grant
46002	San Francisco and Soledad .....	Southern Pacific R. R. ....	142.96	12.51	11,050 80	77 30	
46003	Roseville and Redding .....	Central Pacific R. R. ....	151.74	7.67	29,612 00	170 15	
46004	Vacant						
46005	Sacramento City and Shingle Springs	Sacramento and Placerville R. R.	48.75	8.73	2,750 96	56 43	
46006	Salt Lake City .....	California Pacific R. R. ....	13.01	7	656 35	50 45	
46007	Woodland .....	do .....	9.84	6	420 66	42 75	
46008	Vallejo .....	do .....	43.87	12.71	3,075 72	70 11	
46009	Marysville .....	N. D. Kideout, purchaser Cal. ifornia Northern R. R.	27.59	7	1,199 27	43 61	
46010	Lathrop and Goshen (n. o.) .....	Central Pacific R. R. ....	146.35	9.35	21,397 83	146 21	
46011	San Francisco and Cloverdale .....	San Francisco and North Pacific R. R.	90.00	10.8	8,234 10	91 49	
46012	Stockton and Milton .....	Stockton and Capperopolis R. R.	30.09	8.99	2,109 00	70 11	
46013	San Pedro and Los Angeles .....	Southern Pacific R. R. ....	20.20	7	1,120 05	42 75	
46014	Goshen (n. o.) and Yuma .....	do .....	480.33	7	54,000 04	110 13	Land grant. R. P. O. 241.62 miles, Goshen to Los Angeles.
46015	Elmira and Madison .....	Vaca Valley and Clear Lake R. R.	30.07	7	1,285 49	42 75	

## C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars, railway post.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars, railway post.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
46016	San Francisco and Duncan's Mills.	R.....	79.25	7.30	4,675 75	.....	4,675 75	59 00	.....	
46017	Los Angeles and Santa Ana .....	O. (les- d San	35.23	7	2,861 73	.....	2,861 73	81 23	.....	
46018	Visalia and Gothen (n. o.) .....	.....	7.28	14	332 19	.....	332 19	45 32	.....	
46019	Colfax and Nevada City .....	Nevada County Narrow Gauge R. R.	23.09	14	1,599 21	.....	1,599 21	69 26	.....	
46020	Los Angeles and Santa Monica .....	Los Angeles and Independence R. R.	19.50	7	833 62	.....	833 62	42 75	.....	
46021	Santa Cruz and Pajaro .....	Santa Cruz R. R. ....	22.20	7	949 05	.....	949 05	42 75	.....	
46022	Dayville and Tehama .....	Central Pacific R. R. Co. (les- see Northern Rwy.).	111.67	6.68	6,970 44	.....	6,970 44	62 42	.....	
46023	Galt and Ione .....	Amador Branch Rwy. ....	27.79	7	1,827 69	.....	1,827 69	65 64	.....	
46024	West Oakland Station (n. o.) and Berkeley.	Central Pacific R. R. Co. (les- see Berkeley Branch R. R.).	5.78	7	249 06	.....	249 06	42 75	.....	
46025	San Anselmo (n. o.) and San Quentin	North Pacific Coast R. R. ....	6.25	6	.....	.....	.....	.....	.....	Pay not fixed. For- merly part of route 46016.
46026	San Francisco and Alameda .....	Central Pacific R. R. ....	11.02	26	566 36	.....	566 36	48 74	.....	
46027	Fulton and Guerneville .....	San Francisco and North Pa- cific R. R.	16.09	6	687 84	.....	687 84	42 75	.....	
46028	San Francisco and Sacramento .....	Central Pacific R. R. ....	140.05	10.59	15,926 48	.....	15,926 48	113 72	.....	
46029	Niles and San José .....	do .....	18.37	14	863 94	.....	863 94	47 03	.....	
46030	Monterey and Castroville .....	Monterey R. R. ....	10.57	7	708 86	.....	708 86	42 75	.....	
46031	San Francisco and Santa Cruz .....	South Pacific Coast R. R.	83.15	13	5,471 83	.....	5,471 83	71 82	.....	
46032	Port Costa and Lathrop .....	Central Pacific R. R. Co. (les- see San Pablo R. R.).	62.23	14.07	9,151 54	.....	10,707 29	147 06	25 00	
46033	Black Diamond and Nortonville .....	Black Diamond Coal Mining Co.	6.26	15.57	267 61	.....	267 61	42 75	.....	
46034	Gilroy and Tres Pinos .....	Southern Pacific R. R. ....	20.20	7	853 55	.....	853 55	42 75	.....	
46035	Peters and Oakdale .....	Stockton and Copperopolis R. R.	19.13	6	817 80	.....	817 80	42 75	.....	
46036	Vacant .....	.....	.....	.....	.....	.....	.....	.....	.....	Covered by routes 46016 and 46026.
46037	National City and Colton .....	California Southern R. R. ....	128.00	6	7,770 88	.....	7,770 88	60 71	.....	
46038	Gothen (n. o.) and Le Moore .....	Southern Pacific R. R. ....	21.20	7	725 94	.....	725 94	84 26	.....	Land grant.



46039	San Francisco and Glen Ellen .....	Sonoma Valley R. R.....	46.35	6	955 46	.....	955 46	42 75	.....	Pay allowed on 22.35 miles only.
46040	San Luis Obispo and Los Alamos...	Pacific Coast Rwy.....	54.30	6	2,422 87	.....	2,422 87	44 62	.....	
46041	San Luis Obispo and Port Harford..	.....do .....	11.80	6	504 45	.....	504 45	42 75	.....	
46042	Mojave and Needles .....	Southern Pacific R. R.....	240.46	6	.....	.....	.....	.....	.....	Pay not fixed.
			3,318.61		502,648 57	58,010 25	560,658 82			

## D.—Steamboat service as in operation on the 30th of June, 1884.

No. of route.	State and terminal.	Name of contractor.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	MAINE.					Dollars.	Dollars.	
88	Andover to Upper Dam .....	Charles A. J. Farrar .....	15	.....	6	250 00	.....	From June 1 to September 20, partly by steamboat and partly by land.
89	Middle Dam to Errol, N. H. ....	do .....	17	.....	6	200 00	.....	In steamboats when practicable, and in sail-boats
91	Eastport to Lubec .....	Julius Wolf .....	8	.....	6	400 00	.....	Twelve times a month, and a half month.
95	{ Bath to Booth Bay. ....	{ Eastern Steamboat Company, H. W. Swanton, treasurer.	18	.....	.....	728 22	.....	Six times a week four months.
96	{ Wicasset to Booth Bay .....	{	20	.....	.....	500 00	.....	Once a week, with three additional weekly trips between Portland and Bar Harbor (128 miles) during season of summer travel (three and a half months.
97	{ Boston, Mass., to Eastport, Me.	{ Sanford Steamship Company, James Littlefield, superintendent.	320	.....	1	1,300 00	.....	
99	Portland to Chebeague Island .....	Nathan and Henry B. Cleaves, sur-tice of Portland, Little Chebeague and Harpawell Steamboat Com-pany, John S. Morris, president, Charles W. Howard .....	10	.....	6	500 00	.....	
100	Rangeley to Indian Rock .....	Charles W. Howard .....	10	737	6	200 00	4,177 23	Six times a week, June 1 to September 30.
	NEW HAMPSHIRE.							
1098	Lakeside to Middle Dam, Me .....	Charles A. J. Farrar .....	17	.....	6	200 00	.....	
1099	Weir's Bridge to Wolfborough ..	Lake Winnepiscogee Steamboat Company, B. J. Cole, president.	30	.....	.....	650 00	.....	
1100	{ Alton Bay to Centre Harbor .....	{ Boston and Maine Railroad Com-pany, George C. Lord, president. }	10	.....	6	1,600 00	.....	
			20	77	8	2,450 00	.....	
	MASSACHUSETTS.							
2095	New Bedford to Nonquitt .....	Nonquitt Hotel Company, George A. Bourne, trustee	7	.....	13	300 00	.....	From June 20 to September 20, 1884.
3096	Boston to Hull .....	Hingham, Hull and Downer Landing Steamboat Company, George F. Cushing, treasurer.	15	.....	.....	200 00	.....	Six times a week six months.

3008	Wood's Holl to Nantucket .....	Nantucket and Cape Cod Steamboat Company, George Marston, president.	30	.....	7,875 00	.....	Twelve times a week six months; six times a week six months.
3009	New Bedford to Cuttyhunk .....	Wilbur Kelley .....	15	.....	1,400 00	.....	Six times a week three months, once a week nine months.
3100	New Bedford to Edgartown .....	New Bedford, Vineyard and Nantucket Steamboat Company, A. G. Pierce, treasurer	24	101	2,000 00	11,775 00	
4000	Watch Hill to Stonington .....	H. L. Ripley .....	5	.....	103 75	.....	From June 27 to September 17, 1884, at \$103.75 for the period.
4009	Newport to Wickford Junction ..	Newport and Wickford Railroad and Steamboat Company, Theo. Warren, superintendent.	15.4	.....	8,947 57	.....	Twenty-five times a week five months; eighteen times a week seven months.
4100	{ Block Island to Newport .....	{ Martin V. Ball .....	30	.....	2,445 00	.....	{ Six times a week three months, three times a week nine months.
	{ Newport to Providence .....	{ .....	30	80.4	.....	11,140 32	{ Six times a week three months.
	NEW YORK.						
6764	Plattsburgh to Burlington .....	Champlain Transportation Company	24	.....	1,050 00	.....	From April 21 to December 1 including all side service.
6765	Geneva to Watkins .....	Schenectady Lake Steam Navigation Company	43.4	.....	2,313 83	.....	Six trips per week for 4 1/2 months, beginning at the rate of \$200 per month.
6766	Lake George to Fort Ticonderoga ..	Champlain Transportation Company	40	.....	833 00	.....	
6768	Brooklyn to Jersey City .....	..... Steam.	34	.....	1,825 00	.....	
6769	Sag Harbor to New London .....	.....	42	.....	3,000 00	.....	
6853	Penn Yan to Hammondsport .....	.....	21	.....	350 00	.....	Six trips per week for 9 months, including all side service.
6884	Canandaigua to Naples .....	Canandaigua Lake Steam Navigation Company.	22	.....	500 00	.....	Six trips per week for 8 1/2 months.
6941	Fleber's Island to New London ..	Thomas L. Beebe .....	10	206	1,000 00	10,971 83	Six trips per week for 6 months and three trips per week for 6 months.
	MARYLAND.						
10090	Washington to Piney Point .....	Potomac Steamboat Company .....	110	.....	600 00	.....	From June 27 to September 30, 1884.
10092	Baltimore to Queenstown .....	Chester River Steamboat Company ..	40	.....	375 00	.....	
10093	Baltimore to Chestertown .....	Telchester Steamboat Company .....	41	.....	175 00	.....	From May 1 to December 31 six times a week on 110 miles and twice a week on residue, and from January 1 to April 30 twice a week on 110 miles and once a week on the residue.
10094	Baltimore to Wilson's Wharf .....	Eastern Shore Steamboat Company ..	272	.....	4,200 00	.....	
10096	Baltimore to Saint Michael's .....	H. C. Dodge .....	71	.....	468 00	.....	
10097	Washington to Glymont .....	Thomas Adams .....	29 1/2	.....	2,130 00	.....	
10098	Baltimore to Benedict .....	Henry Williams .....	123 1/2	.....	1,800 00	.....	
10099	Baltimore to Friesport .....	Howard H. Ensign, president .....	200	.....	1,800 00	.....	
10100	Baltimore to Cambridge .....	do .....	95	981 1/2	2,400 00	13,943 80	

## D.—Steamboat service as in operation on the 30th of June, 1884—Continued.

No. of route.	State and termini.	Name of contractor.	Dis- tance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	VIRGINIA.		Miles.	Miles.		Dollars.	Dollars.	
11091	Newport News to Norfolk .....	Old Dominion Steamship Company ..	15		6	1,500 00		
11092	Franklin City to Chincoteague Island.	do .....	7		6	500 00		
11096	Norfolk to Baltimore .....	Baltimore Steam Packet Company ..	200		6	18,000 00		
11097	Norfolk to Eastville .....	Old Dominion Steamship Company ..	57		8	3,500 00		
11099	Norfolk to Richmond .....	L. B. Tatum .....	151		3	7,000 00		
11100	Fredericksburgh to Baltimore .....	Henry Williams .....	293½	723½	2	5,000 00	35,500 00	
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh .....	Wheeling, Parkersburgh and Cin- cinnati Transportation Company, C. H. Booth, president.	92		6	8,000 00		
12099	Parkersburgh to Pomeroy .....	J. W. Williams and E. F. Maddy .....	87½	179½	6	7,800 00	15,800 00	
	NORTH CAROLINA.							
13091	Plymouth to Jamesville .....	William Ellison .....	11		6	681 99		
13094	Elizabeth City to Fairfield .....	M. K. King .....	100		2	2,000 00		
13096	Norfolk to Manteo .....	Isaiah Cain .....	126½		3	4,350 00		
13097	Plymouth to Franklin, Va. ....	Zimri McDonald .....	128			5,036 43		
13098	Plymouth to Windsor .....	do .....	30		6	1,586 00		
13099	Wilmington to Smithville .....	Joseph Bisbey .....	28		6	1,559 00		
13100	Wilmington to Fayetteville .....	B. G. Worth .....	112	535½	2	1,945 00	17,158 42	Six trips per week on 20 miles, and three trips per week on 108 miles.
	SOUTH CAROLINA.							
14099	Charleston to Moultrieville .....	William M. Bird .....	7½		14	962 00		
14100	Charleston to Edisto Island .....	Peter Toglio .....	43	50½	2	800 00	1,762 00	
	GEORGIA.							
15100	Brunswick to Saint Simon's Mills ..	U. Dart, jr. ....	8	8	6	475 00	475 00	

FLORIDA.									
16078	Titusville to Lake Worth.....	W. A. L. Ostrander.....	146½	.....	2	2,500 00	.....	.....	.....
16087	Jacksonville to Fort George.....	H. T. Baya.....	26	.....	6	1,200 00	.....	.....	.....
16089	New York to Galveston, Tex.....	C. H. Mallory & Co.....	2,075	.....	1	10,400 00	.....	.....	.....
16090	Palatka to Crescent City.....	J. W. Beach and J. W. Miller.....	31½	.....	6	1,000 00	.....	.....	.....
16091	Cedar Keys to Key West.....	John Miller.....	298½	.....	2	31,000 00	.....	.....	.....
16092	Fernandina to Oakwell.....	H. L. Hart, J. H. Smith, and John Richardson.....	42	.....	6	1,830 44	.....	.....	.....
16097	Jacksonville to Enterprise.....	F. de Barry.....	206½	.....	6	18,067 45	.....	.....	.....
16098	Chattahoochee to Apalachicola.....	Samuel I. Whiteside.....	136	.....	2	4,000 00	.....	69,997 80	.....
ALABAMA.									
17083	Rome to Gadsden.....	W. T. Smith.....	155	.....	2	1,639 36	.....	.....	.....
17097	Mobile to Demopolis.....	F. S. Stone.....	240	.....	1	2,600 00	.....	.....	.....
17099	Mobile to Point Clear.....	Edwin Baldwin.....	26	.....	(*)	3,000 00	.....	.....	.....
MISSISSIPPI.									
18097	English Lookout to Gainesville.....	J. Poitevent and J. A. Favre.....	24½	.....	6	1,275 50	.....	.....	.....
18099	Vicksburgh to Faisonla.....	E. C. Carroll.....	209	.....	1	2,000 00	.....	.....	.....
18100	Vicksburgh to Greenwood.....	do.....	265½	.....	1	2,400 00	.....	5,675 50	.....
TENNESSEE.									
19098	Loudon to Kingston.....	N. S. Allison.....	30	.....	6	1,579 00	.....	.....	.....
19099	Chattanooga to King's Creek.....	J. P. and W. E. Kendrick.....	109	.....	2	1,640 00	.....	3,219 00	.....
KENTUCKY.									
20097	Louisville to Evansville, Ind.....	W. C. Hite.....	217	.....	6	15,000 00	.....	.....	.....
20098	Evansville, Ind., to Cairo, Ill.....	John S. Hopkins.....	202	.....	6	15,000 00	.....	.....	.....
20099	Bowling Green to Evansville, Ind.....	C. G. Smallhouse.....	198	.....	2	4,800 00	.....	.....	.....
20100	Johnsonville, Tenn., to Waterloo, Ala.....	W. G. Brown.....	148	.....	2	3,415 00	.....	38,215 00	.....
OHIO.									
21098	Zanesville to Marietta.....	K. M. Armstrong.....	75	.....	(†)	6,388 00	.....	.....	.....
21099	Portsmouth to Cincinnati.....	Cincinnati, Portsmouth, Big Sandy and Pomeroy Packet Company.....	127½	.....	6	9,000 00	.....	.....	.....
21100	Huntington to Gallipolis.....	William Bay.....	45½	.....	6	2,569 78	.....	17,957 78	.....

\* 3 aw. for 6 months.  
7 aw. for 6 months

† 12 aw. on 27 m. 6 aw. on 48 m.

## D.—Steamboat service as in operation on the 30th of June, 1884—Continued.

No. of route.	State and termini.	Name of contractor.	Dis- tance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	MICHIGAN.		Miles.	Miles.		Dollars.	Dollars.	
24095	An Gros to Standish .....	J. E. Mason .....	17	.....	6	485 77	.....	This is a curtailed steamboat route; this remnant runs on land.
24096	Mackinaw City to Mackinac .....	J. B. Colegrove .....	12	.....	6	2,460 00	.....	This service is six times a week, and as much oftener as boats may run.
24099	Bay City to Alpena .....	Daniel Cole and Ira F. Holt .....	126	.....	6	6,405 00	.....	This service is during season of navigation of each year, say 8 months.
	MISSOURI.			155			9,350 77	
28099	Saint Louis to Memphis (Tenn.) .....	J. A. Scudder .....	453	.....	3	25,000 00	.....	
	ARKANSAS.			453			25,000 00	
29093	Terrene, Miss., to Jacksonport .....	Edward C. Postal .....	300½	.....	1	440 00	.....	
29094	Memphis, Tenn., to Sunk Land .....	Otho K. Joplin .....	323	.....	1	4,200 00	.....	
29095	Terrene, Miss., to Pine Bluff .....	G. H. Van Etten .....	140	.....	2	6,700 00	.....	
29096	Arkansas City to Vicksburgh, Miss .....	J. A. Scudder .....	198½	.....	3	20,000 00	.....	
29097	Memphis, Tenn., to Arkansas City .....	John D. Adams .....	216	.....	3	24,000 00	.....	
29098	Memphis, Tenn., to Friar's Point, Miss .....	James Lee, jr .....	111	.....	3	10,000 00	.....	
29099	Memphis, Tenn., to Elmot .....	.....do .....	97	.....	2	10,104 00	.....	
	LOUISIANA.			1,476½			75,444 00	
30091	Natchez, Miss., to Vicksburgh, Miss .....	James G. Stewart .....	100	.....	3	11,750 00	.....	
30092	Natchez, Miss., to Bayou Sara, La .....	.....do .....	110	.....	3	12,950 00	.....	
30093	Monroe to Red River Landing .....	John W. Blanks, Joseph W. Carlton, and Edward Conery .....	285	.....	.....	18,500 00	.....	Service twice a week from November 1 to April 30, and once a week the residue of year.
30094	Lake Charles to Cameron .....	John Miller .....	55	.....	3	4,090 00	.....	
30095	Baton Rouge to Bayou Sara .....	James G. Stewart .....	37	.....	6	8,950 00	.....	
30097	New Orleans to Hope Villa .....	Milton B. Muncy .....	115	.....	2	4,400 00	.....	
30098	New Orleans to Grand Isle .....	John F. Kranz .....	85	.....	.....	3,950 00	.....	Service three times a week from June 1 to September 30, and once a week the residue of year.
30099	New Orleans to Covington .....	William G. Coyle .....	59	.....	.....	3,600 00	.....	Service six times a week from May 1 to October 31, and three times a week the residue of year.

30100	{	New Orleans to Port Eads, with side supply from head of jetties to Pilot Town.	{	Noble L. McGinnis .....	{	79	.....	6 }	22,719 16	90,909 16	{	Service six times a week from New Orleans to Buras, three times a week from Buras to Port Eads, and once a week from head of jetties to Pilot Town.	
						37	.....						3 }
						12	.....						
TEXAS.													
31099		Morgan City, La., to Isabel, Texas ..		Morgan's Louisiana and Texas Railroad and Steamship Company, Charles A. Whitney & Co., managers.		465	.....	.....	2,400 00	.....		Service twice a month, or as much oftener as steamships may run, at \$100 per round trip.	
31100		Houston to Lynchburgh .....		Leon F. Allen .....		27	.....	3	600 00	3,000 00			
WASHINGTON TERRITORY.													
43091		Mukilteo to Mount Vernon .....		W. K. Merwin ..		50	.....	2	2,500 00	.....	Once a month.		
43092		Seattle to Squak .....		H. N. Warren ..		55½	.....	2	2,700 00	.....			
43093		Steilacoom City to Artondale .....		Emmett E. Hunt ..		10	.....	1	400 00	.....			
43095		Port Townsend to Neah Bay .....		L. B. Hastings and James Morgan ..		97	.....	1	2,990 00	.....			
43096		Port Townsend to Sitka, Alaska .....		Charles Goodall ..		1,083	.....	.....	16,000 00	.....			
43097		Port Townsend to Semlahmoo .....		James Gillmore and Harry Lott ... }		140	.....	2 }	5,378 14	.....			
43098		Seattle to Sehome .....		James C. Brittain ..		27	.....	1 }	8,439 33	.....			
43099		New Tacoma to Port Townsend .....		Oregon Railway and Navigation Company, H. Villard, president.		98	.....	6	29,700 00	.....			
OREGON.													
44098		Myrtle Point to Bandon .....		Olaff Reed ..		40	.....	3	600 00	.....	Six times a week one way from May 1 to October 30, and once a week the residue of each year.		
44099		Portland to The Dalles .....		Oregon Railway and Navigation Company, H. Villard, president.		111	.....	6	7,487 00	.....			
44100	{	Portland to Astoria .....	{	do .....	{	82	.....	6 }	5,000 00	.....		{	
						38	.....	3 }					
						20	.....	2 }					
CALIFORNIA.													
46092		San Francisco to Stockton .....		California Steam Navigation Company.		125	.....	8	2,000 00	.....	Four trips a month.		
46093		Eureka to Arcata .....		G. W. B. Yocom ..		8	.....	12	1,200 00	.....			
46095		Lakeport to Lower Lake .....		R. T. Floyd ..		22½	.....	3	1,672 03	.....			
46096		San Francisco to Eureka .....		Charles Goodall ..		216	.....	1	6,500 00	.....			
46098		Tahoe to Tahoe .....		W. W. Lapham ..		76	.....	.....	4,485 24	.....			
46099		San Francisco to Sacramento .....		Central Pacific Railroad Company ..		171	.....	6	6,000 00	.....	Four trips a month.		
46100		San Francisco to Portland, Oreg. ....		Oregon Railway and Navigation Co. ....		688	.....	.....	22,000 00	.....			
										48,857 27			



E.—Table showing the increase and decrease in mail-transportation and cost during the year ended June 30, 1884.

States and Territories.	STAR SERVICE.				STEAMBOAT SERVICE.				RAILROAD SERVICE.				Total annual trans- portation.		Total annual cost.			
	Length of routes.		Cost.		Length of routes.		Cost.		Length of routes.		Cost.		Increase.	Decrease.	Increase.	Decrease.		
	Increase.	Decrease.	Miles.	Miles.	Increase.	Decrease.	Miles.	Miles.	Increase.	Decrease.	Miles.	Miles.						
Maine.....	83		\$2,961		Miles.	97		\$700		Miles.	6		\$434		126,921		\$2,695	
New Hampshire.....	10		2,082		17		\$200				21		900		47,160		3,182	
Vermont.....	9		940												17,472		940	
Massachusetts.....		116	1,129		7		450					36		\$1,606				
Rhode Island.....	12		1,956			58		9								107,735		
Connecticut.....		1	74													3,204		947
New York.....	61		11,181								2		744		30,579		818	
New Jersey.....	13		1,177		50		3,818				356		121,923		1,209,287		136,922	
Pennsylvania.....		144	5,377								50		6,706		54,596		7,883	
Delaware.....	36		547								185		25,286		138,607		30,663	
Maryland.....	16		4,555								35		1,641		15,332		2,188	
Virginia.....	34		5,807		12			2,225			10		530			40,239		2,860
West Virginia.....	67		4,346								29			1,841			3,966	
North Carolina.....	170		7,016			62		4,444			170		10,175		290,158		10,077	
South Carolina.....	268		2,747								82			537			6,874	
Georgia.....	209		2,730								53				141,859		6,518	
Florida.....		549	\$10,493								173					20,000		27,522
Alabama.....		416	5,485		34			777			210					9,311		2,216
Mississippi.....		331	1,053								40					79,957		4,973
Tennessee.....	291		4,039								364				385,064		40,778	
Kentucky.....	245		5,100								68				245,356		6,167	
Ohio.....	60		4,953								160				219,521		7,047	
Indiana.....		382	1,520								366				316,182		8,290	
Illinois.....		308	22,556								147				174,319		13,339	
Michigan.....		224	25,328								68				2,466,714		127,396	
Wisconsin.....		243	20,865			489		6,049			450				1,328,777		106,375	
Minnesota.....	34		22,036								76				1,087,659		124,849	
Iowa.....		291	12,809								571				1,285,276		161,826	
Missouri.....		145	31,081								278				2,103,626		184,774	
Arkansas.....	40							1,307			340				1,405,203		206,586	
Louisiana.....		91	3,320					13,950			18				4,629		7,541	
Texas.....		345	14,071									68		39,562		282,421		56,832
Indian Territory.....	86		1,208								708				608,511		24,660	
Kansas.....		238	6,204												6,500		1,208	
Nebraska.....		355	3,440								322				351,063		26,179	
Dakota Territory.....	1,204		40,724								199				109,002		20,268	
											143				515,226		54,201	

Montana Territory	57	75	98				37					48,778		98
Wyoming Territory	327						197						23,044	
Colorado							346						52,181	
New Mexico Territory		101					269						16,505	
Arizona Territory	223												26,741	
Utah Territory	38							58				144,073	7,606	
Idaho Territory	187						58							12,887
Washington Territory	132						149						25,086	
Oregon	269						80						26,855	
Nevada		105					143					24,171		10,449
California		152					135						2,111	
Alaska	345												1,600	
Total	4,526	4,612	400,399	49,936	402	904	18,663	29,711	7,114	162	1,171,221	46,418	17,027,320	85,206
Increase			350,463						6,952		1,124,803		16,272,431	
Decrease		86				502		11,048					1,464,218	

F.—Division of Inspection, Contract Bureau.—Deductions, fines, and remissions, year ending June 30, 1884.

States and Territories.	Star routes.			Steamboat routes.			Totals for the year.		
	Deductions.	Remissions.	Fines.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.
Alabama.....	\$4,293 67	\$70 00	\$4	07	\$133 20	...	\$4,068 12	\$224 82	\$50 25
Arkansas.....	4,353 03	30 05	65 01	...	55 52	...	8,325 12	87 47	168 85
Arizona Territory.....	3,764 13	434 17	15 00	...	...	...	5,352 21	434 17	15 00
California.....	4,844 07	242 06	1,312 30	...	31 21	...	7,877 73	242 06	1,312 30
Colorado.....	3,839 12	18 55	74 00	...	...	...	8,842 56	313 61	74 00
Connecticut.....	20 08	8 09	18 50	...	...	...	20 08	3 00	18 50
Dakota Territory.....	4,776 32	62 52	128 01	...	...	...	7,036 67	102 77	128 01
Delaware.....	16 30	10 06	...	...	...	...	16 30	10 06	...
District of Columbia.....	...	...	...	...	...	...	...	...	...
Florida.....	534 05	15 21	5 00	...	...	...	4,929 85	108 34	198 04
Georgia.....	1,053 07	6 71	18 00	...	...	...	1,863 32	96 00	23 00
Iaho Territory.....	1,468 59	214 59	...	...	...	...	1,468 59	214 59	...
Illinois.....	1,225 33	29 53	101 37	...	...	...	3,800 17	224 88	101 37
Indiana.....	868 95	50 03	29 05	...	...	...	5,038 46	29 05	29 05
Indian Territory.....	1,091 73	18 97	23 00	...	...	...	1,091 73	18 97	23 00
Iowa.....	1,594 70	505 51	47 06	...	...	...	7,153 10	602 91	47 06
Kansas.....	2,857 78	154 28	54 00	...	...	...	4,565 01	863 16	56 00
Kentucky.....	4,310 99	485 13	248 16	...	...	...	11,157 97	1,400 72	248 16
Louisiana.....	2,629 28	251 26	188 00	...	...	...	8,898 02	1,223 40	225 13
Maine.....	314 30	...	6 00	...	...	...	452 87	...	31 00
Maryland.....	685 80	32 48	168 94	...	...	...	2,804 82	237 14	195 94
Massachusetts.....	18 13	...	11 00	...	...	...	2,980 38	...	11 00
Michigan.....	1,473 87	39 57	71 79	...	...	...	2,532 75	60 05	70 79
Minnesota.....	1,335 54	341 76	42 90	...	...	...	9,341 92	1,091 64	42 90
Mississippi.....	3,633 96	96 20	112 24	...	...	...	3,862 70	105 08	112 24
Missouri.....	3,938 17	449 62	464 80	...	...	...	11,869 14	2,310 51	464 80
Montana Territory.....	2,916 17	276 27	25 00	...	...	...	2,886 48	1,281 84	25 00
Nebraska.....	2,018 61	49 25	65 00	...	...	...	3,881 80	70 13	65 00
Nevada.....	2,645 89	148 39	30 00	...	...	...	3,021 87	164 15	20 00
New Hampshire.....	171 43	...	7 20	...	...	...	179 08	1 87	7 20
New Jersey.....	25 77	...	...	...	...	...	1,214 12	12 75	...
New Mexico Territory.....	1,381 84	...	25 00	...	...	...	4,589 43	2 59	25 00
New York.....	9,914 31	13 25	9,124 28	...	...	...	3,018 77	63 41	9,128 28
North Carolina.....	2,365 62	41 43	1 61	...	...	...	3,477 74	47 30	2 61
Ohio.....	984 43	60 12	228 31	...	...	...	11,262 86	4,907 31	246 51
Oregon.....	798 07	138 06	176 50	...	...	...	2,211 29	1,682 58	176 50
Pennsylvania.....	1,106 05	89 63	208 32	...	...	...	1,725 48	156 97	300 32
				1 00	1 00	1 00			267 85

Rhode Island	17 75	7 24	1 00							40 86						58 61			1 00
South Carolina	604 20		14 50													627 31			14 50
Tennessee	2,488 91	40 66	29 00	42 01												3,311 94			41 00
Texas	7,761 72	693 11	587 16													9,552 10			595 16
Utah Territory	689 33	139 58	3 00													1,902 35			8 00
Vermont	215 73		5 00													227 87			10 00
Virginia	2,593 34	316 22	106 44	7 92												4,309 33			108 44
Washington Territory	876 45		57 00													2,062 21			110 00
West Virginia	2,178 38	65 80	48 32													4,218 24			58 32
Wisconsin	1,532 18	254 17	77 50	39 00												2,460 47			77 50
Wyoming Territory	2,072 75	89 90	569 59													2,072 75			569 59
Total	92,506 76	6,986 28	14,743 17	6,082 59	71,132 58	14,565 37	80 00	82 39	30,470 50	626 90	440 61				194,109 84	22,178 55		15,263 79	6,164 98

RECAPITULATION.

Total deductions	\$194,109 84
Total fines	15,263 78
Total deductions and fines	209,373 62
Remissions on deductions	\$22,178 55
Remissions on fines	6,164 98
Net deductions and fines (mail service)	181,030 09
Net fines imposed on and deductions made from pay of railway mail-service employees during year	4,016 49
Net fines imposed on and deductions made from pay of mail messengers during year	1,352 68
Total during year	186,399 24

G.—Table showing the weight of the mails, the speed with which they are conveyed, the accom on railroad routes in States in which the contract term expired June 30, 1884; and also ment of the pay in accordance with the acts of March 3, 1873, July 12, 1876, and June 17,

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; r. p. o., railway lines or line; m., miles. A number followed by an asterisk (\*) shows the equivalent in round trips.

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
1	N. Y ..	6052	Buffalo, Elyria .....	Lake Shore and Michigan Southern Railway.	208.70	28	2,670,965	89,031
2	N. Y ..	6052	Buffalo, Chicago .....	.....do.....	540	28	1,974,653	65,821
3	N. Y ..	6052	Millbury, Toledo .....	.....do .....	8	28	2,539,582	84,652
4	Ohio ..	21007	Elyria, Millbury .....	.....do.....	74.90	28	1,047,878	34,928
5	N. Y ..	6052	Elkhart, Chicago .....	.....do.....	101.30	28	2,019,064	67,301
6	Ohio ..	21032	Columbus, Pittsburgh ..	Pittsburgh, Cincinnati and Saint Louis Railway.	193.75	35	1,849,682	61,656
7	Ohio ..	21015	Columbus, Indianapolis	Chicago, Saint Louis and Pittsburgh Railroad.	188.55	31	1,276,445	42,547
8	N. Y ..	6052	Toledo, Elkhart .....	Lake Shore and Michigan Southern Railway.	142.7	28	1,134,930	37,830
9	Ind ...	22002	Indianapolis, Terre Haute.	Terre Haute and Indianapolis Railroad.	74.39	35	1,226,243	40,874
10	Ind ...	22044	Terre Haute, East Saint Louis.	.....do.....	166.69	35	1,149,039	38,301
11	Ill ....	23035	Chicago, Milwaukee ....	Chicago, Milwaukee and Saint Paul Railway.	86.18	34.13	1,318,474	43,949
12	Ohio ..	21045	Toledo, Elkhart .....	Lake Shore and Michigan Southern Railway.	134.48	28	972,386	32,412
13	Ill ....	23007	Chicago, Burlington ....	Chicago, Burlington and Quincy Railroad.	206.48	39	1,638,656	54,621
14	Ill ....	23015	Chicago, Davenport ....	Chicago, Rock Island and Pacific Railway.	182.92	25	288,020	9,600
15	Cal....	46001	San Francisco, Ogden City.	Central Pacific Railroad ..	834.03	21	562,642	18,754
16	Ohio ..	21002	Pittsburgh, Chicago ....	Pennsylvania Company ...	468.20	28	764,982	25,499
17	Wis ..	25002	Milwaukee, La Crosse ..	Chicago, Milwaukee and Saint Paul Railway.	197.95	32	1,055,015	35,167
18	Ill ....	23003	Chicago, Union Pacific Transfer (n. o.).	Chicago and Northwestern Railway.	490.14	23	259,273	8,642
19	Ohio ..	21014	Columbus, Cincinnati ...	Pittsburgh, Cincinnati and Saint Louis Railway.	120.05	30	608,438	20,281
20	Minn .	26013	Minneapolis, La Crosse.	Chicago, Milwaukee and Saint Paul Railway.	142.57	38	850,808	28,360
21	N. Y ..	6052	Elyria, Millbury .....	Lake Shore and Michigan Southern Railway.	79.3	28	1,514,766	50,492
22	Ky....	20004	Cincinnati, Louisville ..	Louisville and Nashville Railroad.	110.50	26	586,453	19,548
23	Mich.	24006	Detroit, Chicago .....	Michigan Central Railroad.	285.10	30.34	501,411	16,713

*modations for mails and agents, the trips per week, and the rates of pay per mile per annum in other States and Territories, the returns having been obtained with a view to the readjust-1878.*

post-office; b. c., baggage car; s. l., single line; d. l., double line; t. l., triple line; q. l., quadruple line;

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		Dollars.	Dollars.	
r. p. o., 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.; 17.8 by 9, 1 l.; 40 by 9, 1 l.	33.56*	945 63	330 00	183.76 m. at \$330. 25.5 m. at \$365.62. 30 days from Mar. 19, 1884. Part 1. 0.56 mile decrease.
.....	33.56*	945 63	.....	30 days from Mar. 19, 1884. Whole; see parts.
r. p. o., 17.8 by 9, 1 l.; 40 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.	33.56*	889 20	365 62	Part 3. 30 days from Mar. 19, 1884.
r. p. o., 17 by 8, $\frac{1}{2}$ l.; 49.5 by 9, $\frac{1}{2}$ l.; 50 by 9, $\frac{1}{2}$ l.; 60 by 9, 2 l.	23.5*	725 04	210 31	.04 m. increase. 30 days from Mar. 19, 1884.
r. p. o., 36 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.	33.56*	713 93	352 50	Part 5. 30 days from Mar. 19, 1884. 0.28 m. increase.
r. p. o., 60 by 8.6, 5 l.; 40 by 8.6, 1 l.	33.5*	637 83	275 00	.11 m. decrease. 30 days from March 19, 1884.
r. p. o., 60 by 8.6, 3 l.; 40 by 8.6, 1 l.	20.07*	468 54	175 00	.52 m. decrease. 30 days from Mar. 19, 1884.
r. p. o., 36 by 9, 1 l.; 49.5 by 9, $\frac{1}{2}$ l.; 50 by 9, $\frac{1}{2}$ l.; 60 by 9, 2 l.	33.56*	460 85	162 50	Part 4. 30 days from Mar. 19, 1884.
r. p. o., 60 by 9, f. f. c. 3 l.; storage cars 40 by 8.7, 1 l.; apt. 16 by 9.2, f. f. 1 l.	26	444 60	175 00	30 days from Mar. 19, 1884.
r. p. o., 60 by 9, f. f. c.; storage cars 40 by 8.7; apt. 16 by 9.2, f. f.; 60 ft., 3 l.; 40 ft., 1 l.	20	444 60	175 00	Do.
r. p. o., 60.2 by 9.4, 3 l.; 49.3 by 9.3, 1 l. (40 ft. authorized).	36.54	415 53	125 00	30 days from Apr. 16, 1884.
r. p. o., 49.5 by 9, $\frac{1}{2}$ l.; 50 by 9, $\frac{1}{2}$ l.; 60 by 9, 3 l.	23.2*	401 00	190 00	30 days from Mar. 19, 1884. .13 m. increase.
r. p. o., 60 by —, 2 l.; 52 by —, 1 l.; 51 by —, 1 l. add'l to Galesburg, 163 m.; 40 by —, 1 l. add'l to Aurora, 37 m.	39.12*	389 03	105 00	30 days from Apr. 16, 1884. 164.4 m. r. p. o. at \$80.
r. p. o., 1 l. 49.4 by 9.4; 1 l. 50 by 9.4, f. f., c.	22.28	377 06	65 00	30 days from April 16, 1884.
r. p. o., 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$ , 1 l.; 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$ (40 ft. auth.), 1 l. add'l to Port Costa; r. p. o., 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$ (40 ft. auth.), 1 l. add'l between Sacramento and Roseville.	9.68*	360 81	75 00	783.62 m. r. p. o. at \$50. 30 days from Apr. 16, 1884.
50 by 8.4, 1 l.; 20 by 8.6, 1 l. (40 ft. authorized).	30*	356 54	35 00	279.50 m. r. p. o. at \$25. 30 days from March 19, 1884.
r. p. o., 60.2 by 9.4, f. f., d. l.; 60 by 9.4, 1 l.; 49.3 by 9.3 (40 ft. auth.), betw. Milwaukee and Portage.	22.73*	352 26	125 00	104.87 m. r. p. o. at \$100. 30 days from Apr. 16, 1884.
r. p. o., 50 by 9.5, d. l.	17.58	312 93	65 00	273.82 m. at \$250.35 (l. g.) for transportation. 273.82 m. at \$50, for r. p. o. cars. 30 days from Apr. 16, 1884.
r. p. o., 60 by 8.6, f. f. c., 2 l.; apt. 20 by 8.9, f. f., s. l.	28.18*	298 40	100 00	.11 m. decrease. 30 days from Mar. 19, 1884.
r. p. o., 60.2 by 9.4, 2 l.; 60 by 9.4, 1 l.	22.50*	293 27	50 00	30 days from Apr. 16, 1884.
r. p. o., 17.8 by 9, $\frac{1}{2}$ l.; 40 by 9, 1 l.; 49.5 by 9, $\frac{1}{2}$ l.; 50 by 9, $\frac{1}{2}$ l.; 60 by 9, 2 l. out and 60 by 9, 4 l. in.	33.56*	287 28	155 31	30 days from Mar. 19, 1884. Part 2.
r. p. o., 45 by 9, f. f. c., d. l. on 108.70 m.; apt. 10 by 7.2, f. f., s. l.	25.31*	280 44	60 00	.50 m. increase. 30 days from Mar. 19, 1884.
r. p. o., 1 l. 44 by 9; 1 l. 50 by 9; apt. 3 l. 16.1 $\frac{1}{2}$ by 8.3 $\frac{1}{2}$ , av. Detroit to Wayne Junction; 2 l., 14.2 $\frac{1}{2}$ by 8, av. Wayne Junction to Jackson; 1 l., 17.4 by 9, av. Niles to Chicago.	34.94*	269 33	65 00	30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
24	Ind ...	22005	Indianapolis, La Fayette.	Cincinnati, Indianapolis, Saint Louis and Chicago Railroad.	64.90	30	643,284	21,442
25	Iowa...	27014	Davenport, Union Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Railway.	317.95	23½	144,807	4,827
26	Ind ...	22029	La Fayette, Kankakee...	Cincinnati, La Fayette and Chicago Railroad.	72.75	30	607,180	20,239
27	Ky....	20005	Louisville, Nashville ...	Louisville and Nashville Railroad.	185	29	508,432	16,947
28	Ohio ..	21028	Cincinnati, Parkersburgh.	Cincinnati, Washington and Baltimore Railroad.	195.15	30	736,173	24,538
29	Ind ...	22003	Indianapolis, Cincinnati.	Cincinnati, Indianapolis, Saint Louis and Chicago Railroad.	111.50	30	544,627	18,154
30	Ky....	20017	Cincinnati Junction (n. o.), Sax.	Louisville and Nashville Railroad.	4.50	18	504,669	16,822
31	Ill ....	23010	Galesburgh, Quincy ...	Chicago, Burlington and Quincy Railroad.	101.09	25	319,437	10,647
32	Ohio ..	21042	Cleveland, Cincinnati...	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	244.6	25	413,669	13,788
33	Ill ....	23001	Chicago, Milwaukee ...	Chicago and Northwestern Railway.	85.37	30	258,768	8,625
34	Iowa...	27005	Burlington, Union Pacific Transfer (n. o.).	Chicago, Burlington and Quincy Railroad.	291.48	24	1,110,957	37,031
35	Ohio ..	21010	Chicago, Newark .....	Baltimore and Ohio Railroad.	88.79	34	206,601	6,889
36	Ohio ..	21010	Sandusky, Newark .....	Baltimore and Ohio Railroad.	116.79	34	163,232	5,441
37	Wis ..	25010	Caledonia, Winona Junction (n. o.).	Chicago and Northwestern Railway.	189.52	26	235,474	7,849
38	Ohio ..	21001	Bellaire, Newark .....	Central Ohio Railroad .....	105.47	34	217,856	7,261
39	Ohio ..	21001	Bellaire, Columbus .....	.....do .....	138.47	34	172,548	5,751
40	Ill ....	23054	Chicago, Lanark Junction (n. o.).	Chicago, Milwaukee and Saint Paul Railway.	116.50	27	208,933	6,964
41	Ohio ..	21019	Toledo, Quincy .....	Wabash, Saint Louis and Pacific Railway.	473.99	25	837,288	11,242
42	Ky....	20008	Bowling Green, Memphis.	Louisville and Nashville Railroad.	262.67	23	230,810	7,693
43	Ga ....	15001	Atlanta, Air Line Junction (n. o.).	Richmond and Danville Railroad.	268.03	30	287,872	9,595
44	Wis ..	25014	Winona, Winona Junction (n. o.).	Chicago and Northwestern Railway.	29.82	25	182,155	6,071
45	Wis ..	25009	Chicago, Fort Howard ...	.....do .....	242.70	24	191,201	6,373
46	N. C ..	13002	Weldon, Wilmington ...	Wilmington and Weldon Railroad.	162.07	35	338,747	11,291
47	Ohio ..	21047	Chicago, Ohio, Chicago, Ill.	Baltimore and Ohio Railroad.	271	30	147,920	4,930
48	Ind ...	22010	Cincinnati, East Saint Louis.	Ohio and Mississippi Railway.	338.20	30	556,656	18,554
49	Ohio ..	21016	Galion, Indianapolis ....	Cleveland, Columbus, Cincinnati and Indianapolis Railway	204.07	30	176,469	5,882
50	Miss ...	18001	New Orleans, Cairo ....	Illinois Central Railroad...	550.80	24	129,539	4,317
51	Cal ...	46003	Roseville, Redding .....	Central Pacific Railroad ...	151.74	23	81,703	2,723
52	Ga ....	15002	Atlanta, Chattanooga...	Western and Atlantic R. R.	138.47	24	241,754	8,067
53	Ga ....	15009	Savannah, Jacksonville.	Savannah, Florida and Western Railway.	171.50	31	223,276	7,442
54	S. C ...	14002	Columbia, Wilmington ...	Wilmington, Columbia and Augusta Railroad.	193	35	203,450	6,781
55	Tenn ..	19004	Nashville, Chattanooga ...	Nashville, Chattanooga and Saint Louis Railway.	151	30	141,133	4,704
56	Tenn ..	19002	Bristol, Chattanooga ...	East Tennessee, Virginia and Georgia Railroad.	242.17	30	195,632	6,520



are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
50 by 9.5, 1 l.; 40.4 by 9.5, 1 l. ....	21. 68*	267 62	65 00	30 days from Mar. 19, 1884.
r. p. o. 49.4 by 9.4, f. f., d. l.; 50 by 9.4, d. l.	16. 86	259 24	65 00	264 m. for \$50. All land grant. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9.5, 1 l., 40.4 by 9.5, 1 l.	14. 8*	253 08	65 00	30 days from Mar. 19, 1884.
r. p. o. 45 by 9, f. f. c., d. l.; apt. 17.7 by 9.6, f. f., s. l.	23. 3*	251 37	60 00	.77 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9, f. f. c., d. l.; apt. 13 by 7.4, s. l.	30*	247 95	80 00	30 days from Mar. 19, 1884.
50 by 9.5, 1 l.; 40.4 by 9.5, 2 l. ....	33. 05*	240 26	90 00	Do.
r. p. o. 45 by 9, f. f. c., d. l. ....	17*	238 55	60 00	.50 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 51.3 by 8.9, 1 l.; 39.3 by 8.9, 1 l. (40 ft. auth.).	20	224 87	50 00	30 days from Apr. 16, 1884.
r. p. o. 40 by 9.2, f. f. c., t. l. for 80 m., d. l. residue; apt. 22 by 8.11, f. f., s. l.	27. 63*	224 01	75 00	164.34 m. r. p. o. at \$50. .26 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9.5, d. l. (35 ft. auth.) ..	32	214 61	44 00	30 days from Apr. 16, 1884.
r. p. o. 60.8 by 9.3, d. l.; 52 by —, 1 l.	18. 62*	203 83	79 13	275 m. at \$203.83 (l. g.); 16.48 m. at \$254.79 for transportation. 30 days from Apr. 16, 1884.
r. p. o. 50 by 8, f. f. c., s. l.; apt. 20 by 9, f. f., s. l.	17. 55*	201 78	40 00	Part.
r. p. o. 50 by 8, f. f. c., s. l.; apt. 20 by 9, f. f., s. l.	17. 55*	201 78	40 00	.09 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9.5, 1 l.; apt. 36 by 9.5, 1 l.	20	200 93	40 00	30 days from Apr. 16, 1884.
r. p. o. 50 by 8, f. f. c., s. l. ....	20. 54	194 94	40 00	Part.
r. p. o. 50 by 8, 1 l. between Bellaire and Newark, 105.47 m.; apt. 20 by 9; s. l. res.	20. 54*	194 94	40 00	33 m. at \$102.60 for trans.; 56 m. decrease. 30 days from March 19, 1884. See parts.
r. p. o. 39.4 by 9.4, 2 l. (none auth.); apt. 23.7 by 9.3, 1 l.	18	193 23	.....	30 days from Apr. 16, 1884.
r. p. o. 50 by 9, f. f. c., d. l. for 122.40 m.; s. l. res.; apt. 36 by 9.6, f. f., s. l.	14. 14*	191 52	80 00	.55 m. decrease; \$40 per mile for r. p. o. cars on 352.14 m.; 30 days from Mar. 19, 1884.
r. p. o. 45 by 9, f. f. c., s. l. ....	14	186 39	30 00	.53 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 49.4 by 9.3, f. f. c., d. l. ....	14	183 83	80 00	1.30 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9.5, f. f., 1 l.; apt. 36 by 9.5.	13	183 83	40 00	30 days from Apr. 16, 1884.
r. p. o. 50 by 9.5, 2 l. to Harvard, 62.70 m.; 36 by 9.5; 1 l. to Harvard; 1 l. res.; 180 m.	17. 43	182 97	80 00	66 m. at \$146.37 (l. g) for transportation; 180 m. at \$40 for r. p. o.; 30 days from Apr. 16, 1884.
r. p. o. 50 3 by 8.10, 2 l. ....	17. 5*	179 55	80 00	30 days from Mar. 19, 1884.
r. p. o. 50 by 8.8, f. f. c., s. l. ....	20	179 55	40 00	.03 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9, f. f. c., d. l. ....	20. 4*	177 84	70 00	.40 m. decrease. 30 days from Mar. 19, 1884.
40 by 9.4, f. f., s. l. ....	21. 31*	174 42	25 00	30 days from Mar. 19, 1884.
r. p. o. 45 by —, f. f. c., s. l. (40 ft. cars auth.).	14	171 86	25 00	.33 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 55.1½ by 9.5½, 1 l. (40 ft. auth.).	8. 81*	170 15	25 00	30 days from Apr. 16, 1884.
r. p. o. 41.10 by 8.8, 2 l.; 49.3 by 9.6, 1 l. (2 lines of 40 ft. auth.)	21	169 29	90 00	30 days from Mar. 19, 1884.
r. p. o. 50 by 9, f. f. c., d. l. ....	14	168 44	63 00	1.25 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 50.3 by 8.10, f. f. c., d. l. ....	14	165 87	80 00	83 m. at \$68.40 for transportation r. p. o. on 110 m. only. 30 days from Mar. 19, 1884.
r. p. o. 20 by 9.2, f. f., s. l. ....	20	165 87	12 50	30 days from Mar. 19, 1884.
r. p. o. 40 by 8.9. (av.), d. l. ....	15. 18*	163 31	50 00	Do.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
57	Mich..	24001	Toledo, Detroit .....	Lake Shore and Michigan Southern Railway.	64.90	22.26	139,048	4,634
58	S. C. ...	14005	Charleston, Florence....	Northeastern Railroad.....	102	31	249,803	8,326
59	Mich..	24028	Detroit, Fort Gratiot....	Chicago, Detroit and Canada Grand Trunk Junction Railroad.	58.65	22.71	71,699	2,389
60	Mich. .	24035	Toledo, Detroit .....	Michigan Central Railroad.	59.50	27.36	163,089	5,436
61	Ind ...	22007	New Albany, Indianapolis.	Pennsylvania Company....	114.04	.....	117,532	3,917
62	Ohio ..	21006	Cleveland, Wellsville ...	.....do .....	101.29	.....	251,230	8,374
63	Pa. ....	8123	Pittsburgh, Youngstown.	Pittsburgh and Lake Erie Railroad.	70.93	23	104,279	3,475
64	S. C. ...	14004	Charleston, Savannah...	Charleston and Savannah Railway.	115	30	215,754	7,191
65	Oreg..	44001	Portland, Julia .....	Oregon and California Railroad.	263.43	17½	66,147	2,204
66	Ga. ....	15004	Augusta, Atlanta.....	Georgia Railroad .....	171.59	24½	81,821	2,727
67	Utah .	41003	Ogden City, Butte City .	Union Pacific Railway.....	417.27	17	67,017	2,233
68	Ga. ....	15012	Macon, Atlanta .....	Central Railroad and Banking Company.	103.83	25	150,415	5,013
69	Minn .	26004	East Saint Cloud, Saint Vincent.	Saint Paul, Minneapolis and Manitoba Railway.	316.69	22	111,929	3,730
70	Mich. .	24013	Detroit, Mackinaw City.	Michigan Central Railroad.	290.22	21	58,732	1,957
71	Ga. ....	15018	Waycross, Albany.....	Savannah, Florida and Western Railway.	163.11	25	32,237	1,074
72	Ga. ....	15036	Dupont, Branford.....	.....do .....	72.62	20	5,884	196
73	Mich..	24027	Detroit, Grand Haven ..	Detroit, Grand Haven and Milwaukee Railway.	189.06	24.19	91,140	3,038
74	Ky. ....	20020	Cincinnati, Chattanooga.	Cincinnati, New Orleans and Texas Pacific Railway.	338.20	28	142,883	4,762
75	Ohio ..	21026	Cincinnati, Dayton .....	Cincinnati, Hamilton and Dayton Railroad.	59.38	28	167,314	5,577
76	Oreg..	44005	Portland, Wallula .....	Oregon Railway and Navigation Company.	214.80	18	197,892	6,596
77	Ohio ..	21023	Dayton, Toledo .....	Dayton and Michigan Railroad.	142.61	28	124,251	4,141
78	Oreg..	44001	Portland, Ashland .....	Oregon and California Railroad.	342.69	14	49,394	1,646
79	Mich..	24015	Monroe, Ludington .....	Flint and Pere Marquette Railroad.	254.41	30	79,619	2,653
80	Mich..	24010	Jackson, Grand Rapids .	Michigan Central Railroad.	94.72	23.43	58,760	1,958
81	Ill. ....	23005	Rock Island, East Saint Louis	Chicago, Burlington and Quincy Railroad.	245.52	23	68,381	2,279
82	Nebr. .	34002	Plattsmouth, Kearney ..	Burlington and Missouri River Railroad, in Nebraska.	191.11	21	118,944	3,964
83	Wis. .	25011	Kenosha, Rockford .....	Chicago and Northwestern Railway.	72.40	11	67,693	2,256
84	N. C. .	13007	Charlotte, Augusta .....	Charlotte, Columbia and Augusta Railroad.	192.56	21	62,469	2,082
85	Mich. .	24017	Detroit, Howard City...	Detroit, Lansing and Northern Railroad.	160.72	23	63,220	2,107
86	Mont. .	36001	Silver Bow, Garrison ...	Utah and Northern Railway.	44.32	21	55,010	1,833
87	Ind ...	22012	Evansville, Terre Haute.	Evansville and Terre Haute Railroad.	110.31	27	73,634	2,454
88	Ind ...	22018	Indianapolis, Peoria .....	Indiana, Bloomington and Western Railway.	213.02	25	82,282	2,742
89	Ohio ..	21013	Columbus, Delaware....	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	25.51	25	62,301	2,076

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o. 36 by 9.4, Toledo to Detroit; apt. 20 by 8.10½, Monroe to Toledo.	23	161 60	.....	30 days from Mar. 19, 1884.
r. p. p. 49.10 by 9.10, f. f. c., d. l.; apt. 42.9 by 9 f. f.	14	160 74	50 00	Do.
r. p. o. (apt.) 23 by 6	18.93*	158 18	.....	Do.
r. p. o. (apt.) 12 by 8.8, s. l.	26	155 61	.....	Do.
14.8 by 8.5, f. f., d. l.	26.03*	155 61	.....	.73 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 21.5 by 9.4 (av.), f. f., s. l.	19.9*	150 48	25 00	.61 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 18.8 by 9.2, 1 l.	26	149 63	.....	30 days from Mar. 19, 1884.
r. p. o. 49.10 by 9, f. f. c., 1 l. 39.10 by 9.3, f. f. c.; 1 l.	14	147 06	65 00	Do.
20.5½ by 8.10½	7.83*	144 50	.....	30 days from Aug. 16, 1883.
r. p. o. 21.2 by 8.8 (av.), f. f. c., d. l.	21	143 64	25 00	1 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 40 by 7.5½ (not auth.), 1 l. to Silver Bow, 409.80 m.; no apt. residue, 7.47 m.	7	138 51	.....	30 days from Apr. 16, 1884.
20 by 8.10, f. f. s. l.	14	136 80	.....	.03 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 40 by 8.9, f. f., s. l. (not auth.)	9.18*	136 80	.....	30 days from Apr. 16, 1884.
r. p. o. (apt.), av., 15.11 by 9.1, d. l. 108 m., s. l. res.	12.36*	136 80	.....	182.44 m. at \$100.04. 30 days from Mar. 19, 1884.
17.6 by 9, f. f., s. l.	12.49*	135 95	.....	.57 m. increase. 128.24 m. at \$55.58. 30 days from Mar. 19, 1884.
17.6 by 9.1, f. f., s. l.	7	135 95	.....	.17 m. increase. 30 days from Mar. 19, 1884.
22.4 by 8.5 (av.), d. l. 157.50 m., s. l. residue.	22.69	135 09	.....	30 days from Mar. 19, 1884.
24.1 by 9.1, f. f., s. l.	16.84*	134 24	.....	.70 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 20 by 8.7, f. f., d. l.	37.28*	131 53	.....	1.03 m. decrease. 30 days from Mar. 19, 1884.
19.2 by 9, f. f., s. l.	7	130 82	.....	30 days from Apr. 16, 1884.
r. p. o. 20 by 8.7, f. f. c., s. l.	19.55*	130 82	12 50	.84 m. decrease. 30 days from Mar. 19, 1884.
20.5½ by 8.10, f. f., s. l.	7.41*	130 82	.....	30 days from Apr. 16, 1884.
r. p. o. (apt.) 20 by 8.10½, d. l. 210.57 m., s. l. res.	16.87	129 96	.....	171.06 m. at \$103.96 (l. g.). 30 days from Mar. 19, 1884.
r. p. o. (apt.) 10.7 by 8.6 (av.), d. l.	25	129 96	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 19.3 by 9, f. f.	15.22*	129 11	.....	30 days from Apr. 16, 1884.
r. p. o. 39.2 by 9.1, 1 l. between Oreopolis Junc. (n. o.) and Hastings, 147.50 m.	14.47*	128 25	25 00	\$25 per m. r. p. o. for 147.50 m. 30 days from Apr. 16, 1884.
r. p. o. 50 by 9.5, 2 l. (1 l. auth.), apt. 12.6 by 7.2.	11.40*	128 25	40 00	30 days from Apr. 16, 1884.
20.7 by 9, f. f., s. l.	10.09*	128 25	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 17.6 by 8.11 (av.)	17.28*	126 54	.....	Do.
r. p. o. 40 by 7.5½, 1 l. (not auth.)	7	120 56	.....	30 days from Apr. 16, 1884.
17.4 by 8.8, f. f., s. l.	17.03*	118 85	.....	.14 m. decrease. 30 days from Mar. 19, 1884.
19.4 by 8.6, f. f., s. l.	15.09	113 72	.....	30 days from March 19, 1884.
9.6 by 9.1, f. f., s. l.	20	113 72	.....	.19 m. decrease. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
90	Mich.	24004	White Pigeon, Grand Rapids.	Lake Shore and Michigan Southern Railway.	96.32	24.78	52,828	1,760
91	Ohio	21003	Pittsburgh, Bellaire....	Pennsylvania Company...	94.8	30	149,610	4,986
92	Tenn.	19006	Nashville, Decatur.....	Louisville and Nashville Railroad.	120.10	26	100,510	3,350
93	Ky...	20002	Covington, Lexington..	Kentucky Central Railroad.	98.86	.....	73,814	2,460
94	Nebr.	34004	Omaha, Oreopolis Junction (n. o.).	Omaha and Southwestern Railroad.	16.60	20	78,518	2,617
95	Ohio	21051	Columbus, Coal Grove..	Scioto Valley Railway.....	132	.....	57,400	1,913
96	Fla...	16018	Jacksonville, Palatka...	Jacksonville, Tampa and Key West Railway.	56.21	26	48,211	1,607
97	Minn.	26006	Saint Paul, Breckenridge	St. Paul, Minneapolis and Manitoba Railway.	216.88	24	109,999	3,666
98	Oreg.	44005	Portland, Wallula.....	Oregon Railway and Navigation Company.	214.80	20	65,450	2,181
99	Minn.	26005	Breckenridge, Fargo...	St. Paul, Minneapolis and Manitoba Railway.	53.27	23	80,945	2,698
100	Wis.	25016	Milwaukee, Crivitz.....	Milwaukee and Northern and Wisconsin and Michigan Railroads.	166.49	24	36,746	1,224
101	Iowa	27073	Pacific Junction, Platts-mouth.	Chicago, Burlington and Quincy Railroad.	6.89	20	142,967	4,765
102	Ohio	21005	Cleveland, Sharpsville..	New York, Pennsylvania and Ohio Railroad.	84.37	30	114,449	3,814
103	Iowa	27028	Savanna, U. P. Transfer (n. o.).	Chicago, Milwaukee and St. Paul Railway.	351.18	23	52,791	1,759
104	Fla...	16006	Jacksonville, Lake City.	Florida Central and Western Railroad.	60.32	25	30,345	1,011
105	Mich.	24031	Fort Howard, Ishpeming.	Chicago and Northwestern Railway.	179.45	23	75,878	2,529
106	Ohio	21001	Newark, Columbus.....	Central Ohio Railroad.....	33	34	28,385	946
107	Ala...	17005	Memphis, Chattanooga.	Memphis and Charleston Railroad.	310.40	.....	66,600	2,220
108	Mich.	24009	Jackson, Bay City.....	Michigan Central Railroad.	114.81	21.81	42,718	1,423
109	Wis.	25016	Milwaukee, Dickinson..	Milwaukee and Northern and Wisconsin and Michigan Railroads.	155.40	22½	45,650	1,521
110	Ky...	20016	Lexington, Huntington.	Chesapeake and Ohio Railway.	140.20	.....	39,002	1,300
111	Mich.	24021	Grand Rapids, La Crosse	Chicago and West Michigan Railway.	154.54	20.21	54,880	1,829
112	Mich.	24052	Pent Water, Muskegon.	do.....	45.13	15	13,295	443
113	Ky...	20069	Louisville, Memphis....	Chesapeake, Ohio and Southwestern Railroad.	389.40	21	28,458	948
114	Ind...	22025	Indianapolis, Terre Haute.	Indianapolis and St. Louis Railway.	73.29	27	44,359	1,477
115	Ohio	21034	Salamanca, Dayton.....	New York, Pennsylvania and Ohio Railroad.	389.21	30	61,216	2,040
116	Colo.	38012	Salida, Ogden City.....	Denver and Rio Grande Railway.	555.64	17	38,444	1,281
117	Mich.	24048	East Saginaw, Bay City.	Flint and Pere Marquette Railroad.	13.21	25.22	39,019	1,300
118	Dak...	35005	Fargo, Neche.....	St. Paul, Minneapolis and Manitoba Railway.	158.29	23	89,891	2,996
119	S. C...	14017	Branchville, Augusta...	South Carolina Railway...	76.43	30	23,825	794
120	N. C...	13006	Salisbury, Warm Springs	Western North Carolina Railroad.	182.25	20	45,388	1,512
121	Mich.	24003	Adrian, Jackson.....	Lake Shore and Michigan Southern Railway.	47.41	24.69	35,701	1,190
122	Ga....	15016	Macon, Eufaula.....	Southwestern Railroad....	144.57	25	31,495	1,049
123	Ga....	15044	Climax, Chattahoochee.	Savannah, Florida and Western Railway.	32.17	30	30,906	1,030
124	Iowa	27033	Albia, Des Moines.....	Chicago, Burlington and Quincy Railroad.	68.88	24	70,807	2,360
125	Wis.	25017	Milwaukee, Ashland....	Wisconsin Central Railroad.	349.66	20	48,224	1,607
126	Tenn.	19007	Nashville, Hickman....	Nashville, Chattanooga and St. Louis Railway.	170.11	25	44,079	1,469

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for trans-		
		Dollars.	Dollars.	
15.6 by 8.5 (av.), d. l. ....	12	113 72		30 days from Mar. 19, 1884.
14.10 by 8.7, 1 l., 19.10 by 8.7, 3 l. to Wellsville, 48.2 m.	21.05*	112 80	25 00	.12 m. increase. r. p. o. cars 48.2 m. 30 days from March 19, 1884.
18 by 9, f. f., a. l. ....	14	112 86		2.23 m. decrease. 30 days from Mar. 19, 1884.
12.6 by 9, f. f., d. l. to Paris 78.83 m., a. l. res.	18	112 86		1.12 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 39.2 by 9, 1 l. ....	35	111 15	25 00	30 days from Apr. 16, 1884.
12.1 by 6.8, d. l. ....	13	111 15		30 days from Mar. 19, 1884.
r. p. o. (apt.) 14.2 by 7.3; no clerk	13	111 15		Do.
av. 22.10 by 8.9, f. f., d. l. to Min- neapolis, 12.06 m.; a. l. residue, 204.82 m.	10.17*	110 13		30 days from Apr. 16, 1884.
19.2 by 9, f. f., a. l. ....	6	109 44		Weighed for 30 days in April, 1883.
22 by 8.9, f. f., a. l. ....	6	107 73		30 days from Apr. 28, 1884.
r. p. o. (apt.) 24 by 8.10, 1 l. ....	10.11	107 73		140.38 m. at \$107.73. 30 days from Apr. 16, 1884.
no apt. ....	35	107 39		For 3.30 m. (l. g.). 30 days from Apr. 16, 1884.
18 by 8.11, f. f., a. l. ....	24.07*	106 88		.13 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 20.4 by 9.4. ....	12	106 02		30 days from Apr. 16, 1884.
(av.) 12.1 by 6.8, f. f., a. l. ....	7	103 97		30 days from Mar. 24, 1884.
r. p. o. (apt.) 85 by 9.6, a. l. ....	8.60*	103 29		All land grant. 30 days from Apr. 16, 1884.
apt. 20 by 9, f. f., a. l. ....	20.54*	102 60		Part. 30 days from March 19, 1884.
14.11 by 9, f. f., a. l. ....	7.75*	100 04		.54 m. increase. 38 m. lap at \$1,000 per annum. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 16.11 by 9 (av.), d. l.	12.78*	100 04		30 days from Mar. 19, 1884.
apt. 21 by 9, f. f., a. l. to Green Bay, no clk res.	10.87*	99 18		For 114.53 m. .86 m. increase. 30 days from March 19, 1884.
12.6 by 9, f. f., a. l. ....	13	98 33		30 days from Mar. 19, 1884. .74 miles decrease.
15 by 9, f. f., a. l. ....	15.64*	98 63		30 days from Mar. 19, 1884. 25.46 m. at \$110.30.
9.9 by 6.8 (av.), f. f., a. l. ....	11.02	98 62		30 days from Mar. 19, 1884.
15 by 9.4, f. f., a. l. ....	9.9*	98 76		2.96 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 40 by 9.14, a. l. ....	19.78*	94 05	25 00	.84 m. increase. 30 days from March 19, 1884.
24 by 9.2 (av.), a. l. ....	20.9*	93 20		.10 m. decrease. 30 days from Mar. 19, 1884.
19.8 by 7.5, f. f., a. l. ....	7.26*	90 63		30 days from Apr. 16, 1884.
r. p. o. (apt.) 20 by 8.10, f. f. ....	25	88 92		30 days from Mar. 19, 1884.
av. 22.10 by 8.9, f. f., a. l. ....	6	88 07		30 days from Apr. 16, 1884.
18.9 by 8.6, f. f., a. l. ....	21.06*	88 07		.98 m. increase. 30 days from Mar. 19, 1884.
21 by 8.4, f. f., a. l. ....	7	86 36		1.42 m. decrease. 30 days from Mar. 19, 1884.
11.2 by 8.10, f. f., a. l. ....	12	86 36		30 days from Mar. 19, 1884.
r. p. o. (apt.) 23 by 9.1, f. f., 1 l. ....	7	84 36		.58 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 17.6 by 9.1, f. f., 1 l. ....	1	84 36		.52 m. increase. 30 days from Mar. 19, 1884.
17 by 9, a. l. ....	12	85 50		30 days from Apr. 16, 1884.
r. p. o. (apt.) 21 by 9.3, a. l. ....	12.05	85 50		129.06 m. at \$73.40 (l. g.).
18 by 8.6, f. f., a. l. ....	17.01*	85 50		.45 m. decrease. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

der	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
127	Ga....	15013	Rome, Brunswick .....	East Tennessee, Virginia and Georgia Railroad.	350.80	25	20,012	667
128	Mo...	28017	Springfield, Memphis...	Kansas City, Springfield and Memphis Railroad.	286.63	20	21,328	710
129	Ohio..	21025	Hamilton, Richmond ...	Cincinnati, Richmond and Chicago Railroad.	45.06	28	48,179	1,605
130	Ky...	20003	La Grange, Lexington..	Louisville and Nashville Railroad.	67.44	26	37,295	1,243
131	Ohio..	21010	Sandusky, Chicago .....	Baltimore and Ohio Railroad.	28	.....	34,891	1,162
132	Ky...	20016	Lexington, Huntington.	Chesapeake and Ohio Railway.	140.94	23	28,570	952
133	S. C...	14003	Columbia, Charleston...	South Carolina Railway...	131.50	33	43,882	1,462
134	Ind...	22043	Terre Haute, East Saint Louis.	Indianapolis and St. Louis Railway.	190.13	27	36,704	1,222
135	Wis...	25030	El Roy, Saint Paul .....	Chicago, St. Paul, Minneapolis and Omaha Railway.	197.02	22	75,855	2,511
136	Minn..	26001	Brainerd, Livingston ...	Northern Pacific Railroad.	895.29	20	63,543	2,118
137	Minn..	26001	Duluth, Livingston .....	do .....	1,005.89	20	57,114	1,903
138	Ky...	20010	Elizabethtown, Cecilian.	Chesapeake, Ohio and Southwestern Railroad.	6.37	18	2,066	68
139	Me...	10	Portland, South Lunenburg.	Portland and Ogdensburgh Railroad.	114.05	23	67,218	1,120
140	Mich..	24018	Fort Wayne, Mackinaw City.	Grand Rapids and Indiana Railroad.	368.90	23	54,944	1,831
141	Ala...	17003	Montgomery, Eufaula ..	Montgomery and Eufaula Railroad.	80.49	25	25,810	860
142	Mich..	24002	Monroe, Adrian .....	Lake Shore and Michigan Southern Railway.	34.90	26.14	20,234	674
143	Ohio..	21033	Columbus, Indianapolis.	Indiana, Bloomington and Western Railway.	185.66	.....	37,741	1,258
144	Ind...	22004	Indianapolis, Michigan City.	Wabash, Saint Louis and Pacific Railway.	161.62	22	27,399	913
145	Ohio..	21004	Hudson, Columbus .....	Cleveland, Mount Vernon and Delaware Railroad.	145.15	27	25,240	841
146	Ind...	22008	Louisville Junction (n. o.), Michigan City.	Louisville, New Albany and Chicago Railway.	293.63	25	29,033	967
147	Miss..	18003	Vicksburgh, Meridian ..	Vicksburgh and Meridian Railroad.	140.69	18	45,961	1,531
148	Pa....	8055	Pittsburgh, Washington	Pittsburgh, Cincinnati and Saint Louis Railway.	23.49	19	35,371	1,179
149	Ind...	22038	Indianapolis, Chicago...	Louisville, New Albany and Chicago Railway.	184.08	25	23,557	785
150	W. Va.	12005	Steubenville, Wheeling.	Pittsburgh, Cincinnati and Saint Louis Railway.	26.13	25	22,408	746
151	Ala...	17015	Chattanooga, Meridian..	Alabama and Great Southern Railroad.	295.45	30	68,204	2,273
152	Ga....	15010	Savannah, Macon .....	Central Railroad and Banking Company.	190.58	27	64,710	2,157
153	Mich..	24045	Manistee Junction (n. o.), Manistee.	Flint and Pere Marquette Railroad.	27.13	25.09	27,053	901
154	Ala...	17007	Opelika, Columbus .....	Columbus and Western Railway.	29.53	17	24,734	824
155	Ohio..	21012	Springfield, Sandusky...	Indiana, Bloomington and Western Railway.	131.35	25	32,023	1,067
156	Mich..	24039	Fort Gratiot, Chicago...	Chicago and Grand Trunk Railway.	338.46	26.5	24,343	811
157	N. C..	13001	Raleigh, Weldon .....	Raleigh and Gaston Railroad.	97.78	28	41,088	1,369
158	Ohio..	21074	Logan, Pomeroy .....	Columbus, Hocking Valley and Toledo Railway.	83.71	22	27,018	900
159	Ohio..	21062	Andover, Youngstown..	Lake Shore and Michigan Southern Railway.	38.84	19	18,388	612
160	Ohio..	21018	Portsmouth, Hamden Junction.	Cincinnati, Washington and Baltimore Railroad.	56	22	10,568	352
161	Ohio..	21036	Columbus, Athens .....	Columbus, Hocking Valley and Toledo Railway.	77.44	23	33,785	1,125

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		Dollars.	Dollars.	
15.2 by 7.5, f. f., s. l. ....	7	85 50		.72 m. decrease. 18.31 m. lap service. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 18.1½ by 8.10½. ....	7	83 79		30 days from Jan. 9, 1884.
12.6 by 9.3 f. f., s. l. ....	19	82 94		.98 m. decrease. 30 days from Mar. 19, 1884.
11.6 by 7.6, f. f., s. l. ....	19	82 94		.19 m. increase. 30 days from Mar. 19, 1884.
apt. 20 by 9, f. f., s. l. ....	17. 55*	82 94		Part. 30 days from March 19, 1884.
19 by 8.11, f. f., s. l. ....	14. 51*	82 94		30 days from Aug. 6, 1883.
18.9 by 8.6, f. f., s. l. ....	15. 2*	82 08		.48 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 40 by 9.1½, s. l. ....	18. 55*	82 08	25 00	.14 m. increase. 30 days from March 19, 1884.
r. p. o. (apt.) 24 by 9. ....	19. 55*	81 40		1.38 m. decrease. 30 days from Apr. 4, 1883.
24.6 by 9, f. f., s. l. ....	9. 15*	81 40		On 554.26 m. .47 m. increase. Part.
24.6 by 9, f. f., s. l. between Brain- erd and Livingston, 895.29 m.; no clerk residue. ....	9. 15*	81 40		4.49 m. decrease.
no apt. ....	12	81 23		30 days from Mar. 19, 1884.
r. p. o. (apt.) 13 by 6.8, f. f., 2 l. to Fryeburgh, 49 m.; 1 l. res., 65.05 m. ....	16. 15	80 37		30 days from Aug. 15, 1883.
r. p. o. (apt.) av. 19.8 by 8.3, d. l. 240.78 m.; s. l. res. ....	15. 91*	80 03		333.48 m. (l. g.). 35.42 m. at \$100.04. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 23 by 9.1, f. f., 1 l. ....	7	79 52		.24 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 10.5 by 7.11 (av.) ....	14. 15*	79 52		30 days from Mar. 19, 1884.
12.9 by 7.9, f. f., s. l. ....	19. 50*	78 66		30 days from Mar. 19, 1884. 139.8 m., at \$64.13.
14 by 9.2, f. f., s. l. ....	16. 54*	78 66		.45 m. increase. 30 days from March 19, 1884.
15.4 by 8.10, f. f., s. l. ....	15. 07*	78 66		1.48 m. decrease. 30 days from Mar. 19, 1884.
14 by 9, s. l. ....	11. 15*	77 81		30 days from March 19, 1884.
54.5 by 9.2, f. f., s. l. ....	7	76 10		95.21 m. at \$60.88 (l. g.). 30 days from Mar. 19, 1884.
r. p. o. (apt.) 15 by 9.1, 2 l. ....	24	76 10		30 days from May 1, 1884.
14 by 9, f. f., s. l. ....	9. 35*	76 10		20.70 m. at \$33.35 lap service. 30 days from Mar. 19, 1884.
no apt. ....	24	76 10		30 days from Mar. 19, 1884.
49.4 by 9.3, f. f., s. l. ....	14	75 24		.09 m. decrease. 270.50 m. at \$60.20 (l. g.). 30 days from Mar. 19, 1884.
24.8 by 9, f. f., s. l. ....	14	75 24		2.86 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 20 by 8.10½, f. f. ....	15*	75 24		30 days from Mar. 19, 1884.
12 by 7, f. f., s. l. ....	13	75 24		.09 m. decrease. 30 days from Mar. 19, 1884.
15 by 9.6, f. f., s. l. ....	13. 17*	74 39		30 days from Mar. 19, 1884.
r. p. o. (apt.) 20.5 by 9.5, s. l. ....	12. 16*	74 39		Do.
12 by 8.9, s. l. ....	12	72 68		.15 m. increase. 30 days from March 19, 1884.
15.6 by 7.10, f. f., d. l. ....	12	72 68		.07 m. decrease. 30 days from Mar. 19, 1884.
17.4 by 9, f. f., s. l. ....	12	72 68		.05 m. decrease. 30 days from Mar. 19, 1884.
13 by 7.4, f. f., s. l. ....	12	72 68		30 days from Mar. 19, 1884.
15.6 by 7.10, f. f., d. l. ....	18	71 82		.03 m. decrease. 30 days from Mar. 19, 1884.



G.—Table showing the weight of the mails, the speed with which they

3d
se.
total
9.
155
192
58
34
78
170
161
25
35
'51
148
175
63
.51
123
70
106
'94
'55
109
'87
'87
174
'81
169
'02
'05
27
'07
'07
41
53
76
60
52
130
120
'98

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o. (apt.) 14.6 by 8.6, f. f., 1 l..	20	71 82	.....	30 days from July 18, 1883.
20.6 by 9, f. f., a. l .....	7	71 82	.....	30 days from Sept. 12, 1883.
19.10 by 8.4, f. f., a. l .....	19	70 97	.....	.12 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.) (av.) 17.4 by 8.11, a. l ..	9.7*	70 97	.....	30 days from Mar. 19, 1884.
14.3 by 6.6, f. f., a. l., to Washington C. H.; d. l. res.	12	70 97	.....	Do.
13.10 by 9.2, f. f., a. l .....	7	70 46	.....	1.48 m. decrease. 30 days from Mar. 19, 1884.
25 by 8.9 (av.) f. f., a. l .....	12	70 11	.....	30 days from Mar. 19, 1884.
20 by 8.8, f. f., a. l .....	7	70 11	.....	Do.
11.6 by 6.10, f. f., a. l .....	6	70 11	.....	Do.
no apt .....	17.50*	70 11	.....	Do.
12 by 7.6, f. f., a. l .....	12	70 11	.....	Do.
13 by 6.9 (av.), f. f., d. l., 13.20 m.; a. l. res.	11.41*	70 11	.....	35.01 m. at \$42.75. 30 days from Mar. 19, 1884.
no apt .....	12	70 11	.....	30 days from Mar. 19, 1884.
15 by 9.4 (av.), f. f., a. l .....	9.95*	69 26	.....	.34 m. decrease. 30 days from Mar. 19, 1884.
20 by 9, f. f., a. l .....	6.33*	69 26	.....	30 days from Mar. 19, 1884.
17.6 by 9.4, f. f., a. l .....	27	68 40	.....	1.13 m. increase. 30 days from Mar. 19, 1884.
12.6 by 9.6, a. l .....	14.09*	68 40	.....	1.04 m. increase. 30 days from March 19, 1884.
20 by 9, f. f., a. l .....	6	68 40	.....	.48 m. increase. 30 days from Mar. 19, 1884.
15 by 8.6, f. f., a. l .....	14	68 40	.....	30 days from Mar. 19, 1884.
20.8½ by 8.10, f. f., a. l .....	6	68 40	.....	30 days from Apr. 16, 1884.
17.6 by 7.2, f. f., a. l .....	19	67 55	.....	.06 m. increase. 30 days from Mar. 19, 1884.
25.6 by 8, f. f., a. l .....	7	67 55	.....	.62 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.) (av) 22.7½ by 8.11½...	8.85*	67 55	.....	30 days from Jan. 9, 1884.
21.3 by 8.9, f. f., a. l .....	16.27*	66 69	.....	Part. 30 days from Mar. 19, 1884.
21.3 by 8.9, f. f., a. l .....	16.27*	66 69	.....	30 days from Mar. 19, 1884. Whole: See parts.
18.5 by 9.1, f. f., a. l .....	14	66 69	.....	1.76 m. decrease. 30 days from Mar. 19, 1884.
10.4 by 7.2, f. f., a. l .....	15.5*	66 69	.....	.85 m. decrease. 30 days from Mar. 19, 1884.
12.4 by 7, f. f., a. l .....	7	66 69	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 8.2 by 6 (av.), 1 l....	6	66 69	.....	For 27.5 m. 30 days from Sept. 4, 1883.
12 by 6, f. f., d. l. to New Richmond Junction, 10.6 m.; a. l. res.	7.92*	66 69	.....	.81 m. increase. 30 days from Mar. 19, 1884.
in b. c. ....	13	66 69	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 20.2 by 9.4, a. l .....	6	65 84	.....	30 days from Apr. 4, 1883.
10.8 by 6.5, f. f., d. l .....	14	65 84	.....	.94 m. increase. 30 days from Mar. 19, 1884.
av. 12.9 by 7.7, f. f., a. l .....	9.66*	65 84	.....	1.01 m. decrease. 30 days from Mar. 19, 1884.
12.6 by 9, f. f., a. l to Winchester, 15.98 m.; d. l. res.	12.42*	65 84	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 20 by 8.10, 1 l .....	10.44	64 98	.....	Do.
16 by 8.8, f. f., a. l .....	9.84*	64 98	.....	.02 m. decrease. 30 days from Mar. 19, 1884.
15.8 by 9.3, a. l .....	18	64 98	.....	.06 m. increase. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
200	Mich.	24029	Jackson, Fort Wayne...	Lake Shore and Michigan Southern Railway.	96.74	24.79	19,584	652
201	Mich.	24005	Jonesville, Lansing .....	do .....	61.04	18.17	16,589	552
202	Kans.	33040	Atchison, Omaha .....	Missouri Pacific Railway..	165.33	21	16,022	534
203	Ala..	17004	Montgomery, Decatur..	South and North Alabama Railroad.	183.28	26	80,687	2,689
204	Ky...	20015	Maysville, Paris .....	Kentucky Central Railroad	50.17	.....	22,873	762
205	Kans.	83015	Junction City, Concordia	Junction City and Fort Kearney Railroad.	73.19	.....	20,098	669
206	Ind..	22027	Detroit, Logansport.....	Wabash, Saint Louis and Pacific Railway.	204.36	32	15,901	530
207	Mich.	24030	East Saginaw, Ithaca...	Saginaw Valley and Saint Louis Railroad.	45.98	20	15,822	527
208	Dak..	35003	Breckenridge, Hope ....	Saint Paul, Minneapolis and Manitoba Railway.	93.22	20	14,303	476
209	Pa...	8139	Lawrenceville, Harrison Valley.	Fall Brook Coal Company..	32.18	27	3,606	120
209 <sup>a</sup>	Nebr.	34009	Hastings, Denver.....	Republican Valley Railroad.	415.88	29	70,732	2,357
210	Nebr.	34010	Fremont, Valentine.....	Fremont, Elkhorn and Missouri Valley Railroad.	268.59	20	33,371	1,112
211	Iowa.	27070	Eagle Grove, Iroquois ..	Chicago and Northwestern Railway.	271.43	22	27,827	927
212	N.C..	13010	Raleigh, Hamlet .....	Raleigh and Augusta Air-Line Railroad.	98.30	18	25,885	846
213	Ind..	22001	Indianapolis, Vincennes.	Pennsylvania Company ...	118.21	.....	20,999	699
213 <sup>a</sup>	Nebr.	34009	Hastings, Denver.....	Republican Valley Railroad.	415.88	31½	19,934	664
214	Ga...	15011	Macon, Columbus.....	Southwestern Railroad....	101.04	20	17,062	568
215	Mich.	24034	Walton, Traverse City..	Traverse City Railroad....	26.27	16.2	15,627	520
216	Pa...	8150	Williamsport, Stokesdale Junction (n. o.).	Fall Brook Coal Company..	78.52	22	14,852	495
217	Mich.	24062	Milwaukee Junction (n. o.), Detroit Junction.	Chicago, Detroit and Canada Grand Trunk Junction Railroad.	4.53	12.75	1,755	58
218	Miss	18004	Mobile, Cairo .....	Mobile and Ohio Railroad..	495.89	24	39,767	1,320
219	Ala..	17010	Selma, Cleveland .....	East Tennessee, Virginia and Georgia Railroad.	264.92	24	44,823	1,493
220	Iowa.	27008	Burlington, Hale.....	Chicago, Burlington and Kansas City Railway.	198.64	22.5	33,328	1,110
221	Fla..	16002	Lake City, River Junction.	Florida Central and Western Railroad.	155.87	25	22,973	765
222	Ind..	22021	Richmond, Fort Wayne	Grand Rapids and Indiana Railroad.	92.73	23	19,379	645
223	Ohio.	21043	Mansfield, Toledo.....	Pennsylvania Company ...	87.20	24	13,016	433
224	Ohio.	21031	Harrison, Hagerstown..	Whitewater Railroad .....	63.08	25	11,736	391
225	Ill...	23029	Sidney, Havana.....	Wabash, Saint Louis and Pacific Railway.	112.47	20	11,708	390
226	Ga...	15039	Smithville, Albany .....	Southwestern Railroad....	24.08	20	16,240	541
227	Fla..	16016	Jacksonville, Saint Augustine.	Jacksonville, Saint Augustine and Halifax River Railway.	36.80	23	13,667	455
228	Mich.	24037	Saint Clair, Lenox .....	Michigan, Midland and Canada Railroad.	16	20	8,248	274
229	Wis..	25050	Eland, Watersmeet....	Milwaukee, Lake Shore and Western Railway.	105.68	25	8,143	271
230	Ind..	22006	Columbus, Madison....	Pennsylvania Company ...	45.75	.....	24,114	803
231	Mo...	28012	Saint Joseph, North Lexington (n. o.).	Wabash, Saint Louis and Pacific Railway.	73.43	20	22,687	756
232	Ill...	23055	Decatur, Indianapolis...	Indiana, Bloomington and Western Railway.	153.89	20	16,811	560
233	Ind..	22022	Anderson, Benton Harbor.	Cincinnati, Wabash and Michigan Railway.	164.68	28	16,035	534
234	N.C..	13005	Goldsborough, Morehead City.	Atlantic and North Carolina Railroad.	94.05	20	15,288	509

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		Dollars.	Dollars.	
r. p. o. (apt.) 16.10 by 9, s. l. ....	12.76	64 98		30 days from Mar. 19, 1884.
15 by 9, f. f., s. l. ....	9.71*	64 98		Do.
20.6 by 7.2, f. f., s. l. ....	7	64 98		30 days from Aug. 1, 1883.
14.6 by 9.6, f. f., s. l. ....	14	64 30		.03 m. decrease. 30 days from Mar. 19, 1884.
12.9 by 8.10, f. f., s. l. ....	12	64 13		.56 m. decrease. 30 days from Mar. 19, 1884.
13.3 by 9.1, f. f., s. l. ....	9.7*	64 13		30 days from Apr. 16, 1884.
16.6 by 10.4, f. f., s. l. ....	11.46*	64 13		.30 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 10.3 by 5.6, s. l., 38.51 m.	12.94	64 13		For 35.36 m. 30 days from March 19, 1884.
16 by 8.9, f. f., s. l., to Everest 51.45 m. No clerk res.	4.77*	64 13		30 days from April 16, 1884.
in b. c. ....	8.36	64 13		For 12.98 m. 30 days from August 14, 1884.
r. p. o. (av.) 39.8½ by 9, 1 l. ....	14	63 27	25 00	30 days from April 16, 1884.
17.9 by 9.6, f. f., s. l. ....	6	63 27		Do.
24 by 9.3, s. l. ....	6	63 27		For 145.06 m. 30 days from April 16, 1884.
12 by 8.9, f. f., s. l. ....	18	63 27		.72 m. increase. 30 days from March 19, 1884.
11.6 by 9, f. f., s. l. ....	9.64*	63 27		.21 m. increase. 30 days from March 19, 1884.
7 by 6, f. f., s. l. ....	7	63 27		30 days from April, 16, 1883.
12 by 7.6, f. f., s. l. ....	7	63 27		.57 m. increase. 30 days from March 19, 1884.
no apt. ....	12	63 27		30 days from March 19, 1884.
r. p. o. (apt.) 15 by 9.2, 1 l. ....	9	63 27		30 days from November 15, 1883.
no apt. ....	3*	62 42		30 days from March 19, 1884.
21.6 by 8.10, f. f., s. l. ....	7	62 25		Do.
10 by 7.10, f. f., s. l. ....	12	61 56		(L. G.) .37 m. increase. 80.38 m. at \$76.95. 28.17 m. at \$115.43. 30 days from March 19, 1884.
r. p. o. (apt.) 13.6 by 9.3½, 1 l. ....	6	61 56		For 192.11 m. 30 days from April 16, 1884.
(av.) 12.1 by 6.8, f. f., 1 l. ....	7	61 56		30 days from March 24, 1884.
22 by 8.10, f. f., s. l. ....	12	61 56		.02 m. increase. 30 days from March 19, 1884.
20 by 8.9, f. f., s. l. ....	12	61 56		.78 m. decrease. 30 days from March 19, 1884.
12 by 7.6, s. l. ....	8.4*	61 56		30 days from March 19, 1884.
r. p. o. (apt.) 10.5 by 6.10, f. f. ....	6	61 56		For 103.01 m. 30 days from March 19, 1884.
r. p. o. (apt.) 10.9 by 8.7, f. f., 1 l. ....	7	60 71		.01 m. increase. 30 days from March 19, 1884.
no apt. ....	14	60 71		30 days from March 19, 1884.
no apt. ....	12	60 71		Do.
no apt. ....	6	60 71		For 53.18 m. 30 days from April 16, 1884.
10.10 by 8.8, f. f., d. l. ....	12	59 85		.15 m. decrease. 30 days from March 19, 1884.
r. p. o. (apt.) 25.7½ by 9.2½, s. l. ....	7	59		3.43 m. decrease. 30 days from August 6, 1883.
r. p. o. (apt.) 20.4 by 9.11, 1 l. ....	10.57*	59		.01 m. decrease. 30 days from April 4, 1883.
15 by 9, f. f., s. l. ....	7.00*	59		2.12 m. decrease. 30 days from March 19, 1884.
10.4 by 8.5, f. f., s. l. ....	6	59		30 days from March 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

						Length of route.	Miles per hour.	Average weight carried whole distance.	
								20 days, total.	Per day, total.
						Miles.		Pounds.	Lbs.
235	Ill ...	23063	Bates, Grafton.....	Wabash, Saint Louis and Pacific Railway.	71.93	20		8,707	230
236	N. C..	13021	Smithfield, Goldsboro' ..	Midland North Carolina Railway.	22.65	20		2,155	71
237	Ind ..	22048	Louisville, Oakland City	Louisville, Evansville and Saint Louis Railway.	90.55	30		21,616	720
238	Ohio ..	21078	Cleveland, Zoar Station..	Valley Railway .....	76.12	25		21,430	716
239	Ohio ..	21060	Columbia, Hamersville..	Cincinnati and Portsmouth Railroad.	35.00	16		15,837	528
240	Mich	24026	Grand Rapids, Baldwin.	Chicago and West Michigan Railway.	73.98	21		15,168	505
241	Ga ...	15042	Atlanta, Coalburgh ....	Georgia Pacific Railway...	176.76	24		12,790	428
242	Mich	24040	Marquette, Houghton ..	Marquette, Houghton and Ontonagon Railroad.	95.83	30		22,296	743
243	Ohio ..	21078	Cincinnati, Dodds .....	Toledo, Cincinnati and Saint Louis Railroad.	84.2	18		21,092	703
244	Tex..	81086	Rosenborg, Victoria ....	New York, Texas and Mexican Railway.	91.85	20		18,052	601
245	Ohio ..	21008	Bayard, New Philadelphia.	Pennsylvania Company ...	32.41	30		15,012	500
246	N. C..	13016	Asheville Junction (n. o.), Waynesville.	Western North Carolina Railroad.	28.23	12		12,328	407
247	W. Va	12001	Harrisonburgh, Lexington.	Baltimore and Ohio Railroad.	62.41	24		40,110	1,337
248	Ala ..	17009	Selma, Meridian .....	East Tennessee, Virginia and Georgia Railroad.	114.24	23		20,736	691
249	Ohio ..	21017	Blanchester, Hillsboro' ..	Cincinnati, Washington, and Baltimore Railroad.	21.00	22		13,696	456
250	Fla ..	16007	Sanford, Tampa .....	South Florida Railroad ...	116.39	25		13,388	446
251	Ark..	29013	Seligman, Eureka Springs.	Eureka Springs Railway ..	19.26	20		11,610	387
252	Ohio ..	21090	Marion, Chicago Junction (n. o.)	Chicago and Atlantic Railroad.	249.95	29		11,495	383
253	Ind ..	22020	Fort Wayne, Connersville.	Fort Wayne, Cincinnati and Louisville Railroad.	109.54	25		9,587	319
254	Fla ..	16001	Fernandina, Cedar Keys	Florida Transit Railroad..	155.15	20		31,395	1,046
255	N. C..	13012	Greensboro', Winston ..	Richmond and Danville Railroad.	29.98	20		22,969	766
256	Ohio ..	21068	Columbus, Corning .....	Ohio Central Railroad .....	66.05	25		16,160	538
257	N. C..	13008	Charlotte, Shelby .....	Carolina Central Railroad..	55.53	16		12,204	406
258	Col ..	38014	Nathrop, Castleton .....	Denver, South Park and Pacific Railroad.	79.42	11		11,574	385
259	S. C ..	14018	Kingville, Camden .....	South Carolina Railway...	28.28	15		4,900	163
260	Ohio ..	21030	Dayton, Richmond .....	Pittsburgh, Cincinnati and Saint Louis Railway.	52.11	25		30,156	1,005
261	Mich	24041	Alma, Lake View .....	Detroit, Lansing and Northern Railroad.	32.61	20		10,081	334
262	Mich	24022	Big Rapids, Holland ...	Chicago and West Michigan Railway.	91.00	17		24,636	821
263	Mich	24020	Toledo, South Lyon ....	Toledo, Ann Arbor and Grand Trunk Railway	60.51	18		10,939	364
264	Ohio ..	21035	Youngstown, Mahoningtown.	Pennsylvania Company ..	18.40	27		6,353	211
265	Ohio ..	21080	Toledo, Zoar Station ...	Wheeling and Lake Erie Railroad.	155.08	28		18,608	628
266	Ind ..	22045	Lawrenceburgh Junction (n. o.), Lawrenceburgh.	Cincinnati, Indianapolis, Saint Louis and Chicago Railroad.	2.46	20		11,394	376
267	S. C ..	14010	Port Royal, Augusta....	Port Royal and Augusta Railroad.	110.77	18		11,004	366
268	N. Y ..	6127	Bradford Junction (n. o.), Punxsutawney.	Rochester and Pittsburgh Railroad	120.73	30		9,999	333
269	Ind ..	22017	Bradford, Logansport...	Pittsburgh, Cincinnati and Saint Louis Railway.	114.29	33		16,003	532
270	N. C ..	13008	Wilmington, Charlotte ..	Carolina Central Railroad ..	188.52	17		15,381	512
271	Ky ...	20014	Owensboro', Adairville	Owensboro' and Nashville Railroad.	85.90	20		14,170	472
272	Miss	18014	Artesia, Columbus .....	Mobile and Ohio Railroad ..	14.11	13.5		10,994	366

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o. (apt.) 17 by 8.8, f. f. ....	6	59 00	.....	For 55.81 m. 30 days from Mar. 19, 1884.
no apt .....	6	59 00	.....	30 days from Mar. 19, 1884.
14 by 7.6, f. f., a. l. ....	18.53*	58 14	.....	Do.
13.6 by 9.6, f. f., a. l. ....	10.92*	58 14	.....	Do.
10.6 by 7.7, f. f., a. l. ....	6	58 14	.....	Do.
r. p. o. (apt.) 13 by 8, 1 l. ....	9.78	58 14	.....	Do.
15.3 by 8.11, f. f., a. l. ....	18	58 14	.....	Do.
apt. 14 by 7, 1 l. ....	6.90	57 46	.....	For 64.19 m. All land grant. 30 days from Apr. 16, 1884.
r. p. o. (apt.) 12 by 5.9, f. f., 1 l. ....	10.92	57 29	.....	30 days from Mar. 19, 1884.
14.7 by 6.8, f. f., a. l. ....	7	57 29	.....	30 days from July 22, 1884.
14.10 by 8.4, f. f., a. l. ....	6	57 29	.....	.02 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	7	57 29	.....	30 days from Mar. 19, 1884.
21.3 by 8.9, f. f., a. l. ....	.....	56 43	.....	Part. 30 days from Mar. 19, 1884.
14.7 by 8.11, f. f., a. l. ....	7	56 43	.....	.09 m. increase. 30 days from Mar. 19, 1884.
no apt .....	12	56 43	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 10.5 by 5.5, f. f., 1 l. ....	6	55 58	.....	Do.
in b. c. ....	14	55 58	.....	30 days from May 22, 1884.
10.1 by 6.10, f. f., a. l. ....	6	55 58	.....	30 days from Mar. 19, 1884.
11 by 9.4, f. f., a. l. ....	6	55 58	.....	.35 m. decrease. 30 days from Mar. 19, 1884.
15 by 8.11, f. f., a. l. ....	6.92*	55 41	.....	(L. G.) 30 days from Mar. 19, 1884.
8 by 7, f. f., d. l. ....	13	54 72	.....	30 days from Mar. 19, 1884.
16.2 by 7, f. f., a. l. ....	12	54 72	.....	.23 m. increase. 30 days from Mar. 19, 1884.
13.6 by 8.10, f. f., a. l. ....	6	54 72	.....	.06 m. decrease. 30 days from Mar. 19, 1884.
14.11 by 7.6, f. f., a. l., to Gunnison, 65.37 m. No clk., res. 14.05 m. ....	6.82*	54 72	.....	30 days from May 26, 1884.
in b. c. ....	12	54 72	.....	.25 m. increase. 30 days from Mar. 19, 1884.
19.10 by 8.4, f. f., a. l. ....	12.5*	53 87	.....	.08 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. apt. 9.8 by 6.9, a. l. ....	12	53 87	.....	30 days from Mar. 19, 1884.
11.6 by 7.6 av., a. l., 55.69 m.; d. l. residue. ....	14.48*	53 01	.....	35.51 m. at \$96.62. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 12 by 9, a. l. ....	10.51	53 01	.....	30 days from Mar. 19, 1882.
15 by 9, f. f., a. l. ....	9*	53 01	.....	.42 m. decrease. 30 days from Mar. 19, 1884.
15.6 by 8.10, f. f., a. l. ....	6.40*	52 16	.....	30 days from Mar. 19, 1884.
no apt .....	26	52 16	.....	Do.
10.3 by 6.10, f. f., a. l. ....	14	52 16	.....	Do.
r. p. o. (apt.) 14 by 8.11, 1 l. ....	12	52 16	.....	30 days from Nov. 15, 1883.
11.8 by 9.1, f. f., a. l. ....	6	51 30	.....	.31 m. decrease. 30 days from Mar. 19, 1884.
13.6 by 8.10, f. f., a. l. ....	6	51 30	.....	.37 m. decrease. 30 days from Mar. 19, 1884.
8 by 7.8, f. f., a. l. ....	9.95*	50 45	.....	4.37 m. decrease. 30 days from Mar. 19, 1884.
in b. c. ....	7	50 45	.....	30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

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rodsburgh Junction.



are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o. (apt.), 12 by 6, f. f., s. l. ....	6	50 45	.....	30 days from Mar. 19, 1884.
no apt .....	7	50 45	.....	30 days from Dec. 1, 1883.
15.9 by 8.11, f. f., s. l. ....	9.54*	49 59	.....	30 days from Mar. 19, 1884.
14 by 7.6, f. f., s. l. ....	18	49 59	.....	Do.
12 by 5.7, f. f., s. l. ....	6	49 59	.....	1.46 m. decrease. 30 days from Mar. 19, 1884.
11 by 7.6, f. f., s. l. ....	21	49 59	.....	.47 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 8.8 by 6.9, 1 l. ....	6	49 59	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 15 by 8.11, 1 l. ....	10.07	49 59	.....	30 days from May 1, 1884
10.6 by 7.6, f. f., s. l. ....	6	49 59	.....	30 days from Mar. 19, 1884.
12 by 9.4, f. f., s. l. ....	6	49 59	.....	30 days from Apr. 16, 1883.
r. p. o. (apt.) 21 by 9.3, f. f., s. l. ....	6	48 74	.....	For 250.42 m. 1.20 m. decrease. 30 days from April 4, 1883.
12.6 by 6.4, f. f., s. l. ....	12	48 74	.....	.40 m. increase. 30 days from Mar. 19, 1884.
no clerk .....	15*	48 74	.....	.09 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	14.50	48 74	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 9.6 by 6, f. f. ....	12	48 74	.....	Do.
r. p. o. (apt.), 15 by 9, f. f., 1 l. ....	6	48 74	.....	.19 m. decrease. 30 days from Mar. 19, 1884.
12 by 7.4, f. f., s. l. ....	6	47 98	.....	3.16 m. decrease. 30 days from Mar. 19, 1884.
12.10 by 9, f. f., s. l. ....	13	47 88	.....	.01 m. increase. 30 days from Mar. 19, 1884.
12.8 by 8, s. l., 42 m. ....	14	47 88	.....	30 days from Apr. 16, 1884.
no apt .....	6	47 88	.....	.17 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 8 by 5.6, 1 l. ....	15.56	47 88	.....	30 days from May 1, 1884.
r. p. o. (apt.), 10 by 7.8. ....	6	47 88	.....	30 days from Apr. 16, 1884.
12 by 5.8, f. f., s. l. ....	6	47 88	.....	1.28 m. increase. 30 days from Mar. 19, 1884.
16 by 8.9, f. f., s. l. ....	6	47 03	.....	30 days from Apr. 16, 1884.
9.6 by 9.1, f. f., s. l. ....	12	47 03	.....	.16 m. decrease. 30 days from Mar. 19, 1884.
12 by 6.10, f. f., s. l. ....	7	47 03	.....	.11 m. increase. 30 days from Mar. 19, 1884.
16 by 8.6, f. f. ....	12	47 03	.....	.02 m. decrease. 30 days from Mar. 19, 1884.
apt. 15.7 by 7.1½, f. f., s. l. ....	6	47 03	.....	30 days from Jan. 17, 1884.
r. p. o. (apt.), 12 by 7.4. ....	6.85*	47 03	.....	For 83.80 miles. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 13.6 by 7.6, 1 l. ....	6	47 03	.....	30 days from Sept. 4, 1883.
no apt .....	19	47 03	.....	30 days from Mar. 19, 1884.
16.9 by 9.2 f. f., s. l., to Logansport 121.40 m.	8.51*	47 03	.....	.27 m. increase. 30 days from Apr. 7, 1884.
r. p. o. (apt.), 9.3½ by 22 (av.), s. l.	6	46 52	.....	For 122.82 m. (l. g.). 30 days from Apr. 16, 1884.
20 by 9, s. l. ....	6	46 17	.....	3.67 m. decrease. 30 days from Mar. 19, 1884.
16.2 by 7, f. f., s. l. ....	6.78*	46 17	.....	1.83 m. increase. 30 days from Mar. 19, 1884.
6.6 by 6.6, f. f., s. l. ....	12	46 17	.....	.77 m. increase. 30 days from Mar. 19, 1884.
no apt .....	18	46 17	.....	.18 m. decrease. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
310	Ga....	15025	Athens, Lula .....	Northeastern Railroad of Georgia.	39.59	20	11,405	380
311	Pa....	8051	Greenville, Butler .....	Shenango and Allegheny Railroad.	57.29	23	10,791	359
312	Nebr..	34019	Nemaha City, Beatrice..	Republican Valley Railroad.	67.76	17	9,878	329
313	Mich..	24064	Pontiac, Caseville.....	Pontiac, Oxford and Port Austin Railroad.	100.73	20	7,251	241
314	Pa....	8152	Branchton Junction (n. o.), Hilliard's.	Shenango and Allegheny Railroad.	10.41	11	2,008	66
315	Ohio..	21009	Cleveland, Sherrods-ville.	Connotton Valley Railway.	108.24	24	11,680	389
316	S. C...	14006	Florence, Cheraw .....	Cheraw and Darlington Railroad.	40.82	20	9,947	331
317	Pa....	8040	Pittsburgh, Wheeling...	Baltimore and Ohio Railroad.	71.09	18	9,267	308
318	Ohio..	21058	Wellston, Springfield...	Ohio Southern Railroad ...	118.89	.....	8,111	270
319	Mich.	24050	Buchanan, Berrien Springs.	Saint Joseph Valley Railroad.	11.07	15	4,438	147
320	Ky....	20012	Anchorage, Shelbyville.	Louisville and Nashville Railroad.	18.48	16	11,750	391
321	Ind...	22023	Oakland City, Mount Vernon.	Louisville, Evansville and Saint Louis Railway.	88.56	30	10,185	339
322	Ky....	20027	Ashland, Richardson...	Chattaroi Railway .....	50.36	20	7,893	263
323	Mich..	24007	Kalamazoo, South Haven.	Michigan Central Railroad.	40.18	12.39	7,230	241
324	Mich..	24060	Port Huron, Almont....	Port Huron and North-western Railway .....	34.52	20.7	7,069	235
325	Ohio..	21079	Solon, Chagrin Falls ....	Chagrin Falls and Southern Railroad.	6.08	10	6,861	228
326	Ind...	22030	Terre Haute, Worthington.	Terre Haute and Southeastern Railroad.	40.98	16	6,732	224
327	Col...	38030	Colorado Springs Station (n. o.), Manitou Station (n. o.).	Denver and Rio Grande Railway.	5.40	20	6,596	219
328	Mich.	24019	Toledo, Allegan.....	Michigan and Ohio Railroad.	156.92	23.58	6,423	214
329	Minn..	26040	Minneapolis, Saint Cloud.	Saint Paul, Minneapolis and Manitoba Railway.	64.81	25	178,213	5,940
330	Ga....	15031	Thomasville, Bainbridge	Savannah, Florida and Western Railway.	36.99	25	26,521	884
331	Tenn..	19009	Morristown, Warm Springs.	East Tennessee, Virginia and Georgia Railroad.	49.59	18	25,043	834
332	Tenn..	19008	Knoxville, Jellico.....	East Tennessee, Virginia and Georgia Railroad.	66.12	18	24,727	824
333	Dak...	35008	Egan, Woonsocket .....	Chicago, Milwaukee and Saint Paul Railway.	84.50	25	22,157	738
334	Miss..	18016	Meridian, New Orleans.	New Orleans and Northeastern Railroad.	196.24	30	18,900	630
335	Mich..	24057	An Sable, Alger Junction (n. o.).	Detroit, Bay City and Alpena Railroad.	47.35	20	18,494	616
336	Ill....	23082	Streator, North Judson.	Indiana, Illinois and Iowa Railroad.	110.50	22	13,787	459
337	S. C...	14016	Belton, Walhalla .....	Columbia and Greenville Railroad.	43.92	17	13,285	442
338	Dak...	35006	Everest, Mayville .....	Casseltown Branch Railroad.	46.14	17	13,197	439
339	N. C...	13015	Rocky Mount, Tarboro'.	Wilmington and Weldon Railroad.	17.80	20	12,981	432
340	Tex...	31323	Houston, Nacogdoches..	Houston, East and West Texas Railway.	140.25	20	11,479	382
341	Mich..	24033	Lenox, Jackson .....	Michigan Air-Line Railway.	106.58	22.6	11,202	373
342	Iowa..	27089	Sac City, Kingsley.....	Chicago and Northwestern Railway.	58.40	20	10,794	359
343	Ga....	15008	Kingston, Rome .....	Rome Railroad.....	20.28	15	10,254	341
344	Fla...	16012	Palatka, Gainesville ....	Florida Southern Railway.	49.77	23	9,999	333
345	Wis...	25048	Eau Claire, Chicago Junction (n. o.).	Chicago, Saint Paul, Minneapolis and Omaha Railway.	79.11	20	9,502	316

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
10.2 by 7.2, f. f., s. l.....	12	45 32	.....	.94 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 14 by 6.8, 1 l.....	14. 61	45 32	.....	For 35.99 m. 30 days from May 1, 1884.
av. 8½ by 7.3, f. f., s. l.....	6	45 32	.....	30 days from Apr. 16, 1884.
r. p. o. (apt.), 9 by 7. s. l.....	6	45 32	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 14 by 6.8.....	6	45 32	.....	30 days from May 1, 1884.
19.6 by 7.6, f. f., s. l.....	12. 98*	44 46	.....	.10 m. increase. 30 days from Mar. 19, 1884.
13.6 by 8.7, f. f., s. l.....	7	44 46	.....	.08 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 11 by 8.9, 1 l.....	9	44 46	.....	For 32.43 m. 30 days from May 1, 1884.
14 by 7, f. f., s. l.....	7. 25*	44 46	.....	30 days from Mar. 19, 1884.
no apt.....	12	44 46	.....	Do.
10.3 by 7.3, f. f., s. l.....	12	43 61	.....	30 days from Mar. 19, 1884. .71 m. decrease.
14 by 7.6, f. f., s. l.....	13	43 61	.....	30 days from Mar. 19, 1884.
10 by 6.10, f. f., s. l.....	9. 73*	43 61	.....	Do.
12.7 by 6.6, f. f., s. l.....	12	43 61	.....	Do.
no apt.....	12	43 61	.....	Do.
.....do.....	18	43 61	.....	Do.
11.5 by 6.10, f. f., s. l.....	6	43 61	.....	30 days from Mar. 19, 1884. .35 m. increase.
no apt.....	14	43 61	.....	30 days from Aug. 15, 1883.
r. p. o. (apt.), 15.2 by 7.3, s. l.....	6. 67*	43 61	.....	30 days from May 1, 1884.
r. p. o., 40 by 8.9, f. f., s. l (not authorized).	13	42 75	.....	30 days from Apr. 16, 1884.
r. p. o. (apt.), 17.6 by 9.1, f. f., 1 l...	7	42 75	.....	30 days from Mar. 19, 1884.
15 by 9.6, f. f., s. l.....	7	42 75	.....	30 days from Mar. 19, 1884. .93 m. decrease.
.....do.....	7	42 75	.....	.15 m. decrease. 30 days from Mar. 19, 1884.
22 by 9.3, f. f., s. l.....	6	42 75	.....	30 days from Apr. 16, 1884.
in b. o.....	6	42 75	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 10 by 6.....	12	42 75	.....	For 26.91 m. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 17 by 9.1.....	6	42 75	.....	For 40.78 m. 30 days from Mar. 19, 1884.
20 by 9, f. f., s. l.....	6	42 75	.....	.39 m. increase. 30 days from Mar. 19, 1884.
16 by 8.9, f. f., s. l.....	6	42 75	.....	30 days from Apr. 16, 1884.
19.8 by 7.10, f. f., s. l.....	7	42 75	.....	30 days from Mar. 19, 1884.
13.1 by 7.5, f. f., s. l.....	6	42 75	.....	30 days from Dec. 15, 1883.
r. p. o. (apt.), 23.6 by 7.3, s. l.....	7. 76	42 75	.....	For 35.75 m. 30 days from Mar. 19, 1884.
no apt.....	6	42 75	.....	For 32.42 m. 30 days from Apr. 16, 1884.
8.6 by 5.6; no clerk.....	16	42 75	.....	.04 m. decrease 30 days from Mar. 19, 1884.
no apt.....	7. 22*	42 75	.....	.28 m. increase 30 days from Mar. 19, 1884.
r. p. o. (apt.), 14.6 by 7.5 (av.), s. l.	7. 75*	42 75	.....	For 47.17 m. 30 days from Apr. 16, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
346	S. C. . .	14014	Cheraw, Wadesborough	Cheraw and Salisbury Railroad.	26.02	20	9,240	308
347	Ohio . .	21084	Logan, New Straitsville.	Columbus, Hocking Valley and Toledo Railway.	13.39	23	9,210	307
348	Tenn . .	19013	Tullahoma, Walling . . . .	Nashville, Chattanooga and Saint Louis Railway.	48.26	18	9,060	302
349	N. Y. . .	6118	Phoenicia, Hunter . . . . .	Stony Clove and Catskill Mountain Railway.	14.73	14	18,033	300
350	Ky. . . .	20030	Richmond Junction (n. o.), Richmond.	Kentucky Central Railroad.	34.31	.....	8,974	299
351	Ind . . .	22034	Rockport, Rockport Junction (n. o.).	Louisville, Evansville and Saint Louis Railway.	16.20	17	8,488	282
352	Ind . . .	22042	New Castle, Rushville..	Fort Wayne, Cincinnati and Louisville Railroad.	24.89	25	8,340	278
353	S. C. . .	14008	Alston, Spartanburgh C. H.	Columbia and Greenville Railroad.	68.39	16	8,136	271
354	Fla . . .	16008	Volusia, Leesburgh.....	Saint John's and Lake Eustis Railway.	49.75	18	7,936	264
355	Ohio . .	21065	Delphos, Kokomo.....	Toledo, Cincinnati and Saint Louis Railroad.	108.02	20	7,770	259
356	Ky . . .	20024	Lebanon, Greensburgh.	Louisville and Nashville Railroad.	31.80	12	7,678	255
357	Tenn . .	19020	Wartrace, Shelbyville..	Nashville, Chattanooga and Saint Louis Railway.	8.36	18	7,611	253
358	Ind . . .	22011	Cambridge City, Columbia.	Pennsylvania Company....	63.58	.....	7,616	253
359	Miss..	18015	Artesia, Starkville.....	Mobile and Ohio Railroad..	11.60	11	7,552	251
360	Ill . . . .	23056	Geneva, Aurora . . . . .	Chicago and Northwestern Railway.	10.62	20	7,535	251
361	Ohio..	21063	Bellaire, Zanesville . . . .	Bellaire, Zanesville and Cincinnati Railway.	112.57	15	7,811	243
362	Mich . .	24036	Trenton, Fayette.....	Lake Shore and Michigan Southern Railway.	68.40	20.30	7,211	240
363	Ohio..	21046	Painesville, Youngstown	Painesville and Youngstown Railroad.	62.43	18	7,189	239
364	Ohio..	21066	Hillsborough, Sardinia..	Columbus and Maysville Railroad.	19.59	10	7,186	239
365	Ohio..	21027	Xenia, Springfield . . . . .	Pittsburgh, Cincinnati and Saint Louis Railway.	19.99	25	7,157	238
366	Mo . . .	28053	North Springfield, Chadwick.	Saint Louis and San Francisco Railway.	34.79	10	7,115	237
367	Ga. . . .	15037	Augusta, Greenwood . . .	Augusta and Knoxville Railroad.	68.30	14	7,079	235
368	Miss..	18007	Muldon, Aberdeen.....	Mobile and Ohio Railroad..	9.50	13	6,905	230
369	S. C. . .	14011	Spartanburgh C. H., Hendersonville.	Asheville and Spartanburgh Railroad.	50.75	15	6,755	225
370	Ohio..	21044	Harbor, Youngstown...	Pennsylvania Company....	63.10	27	6,749	224
371	Iowa..	27084	Des Moines, Leon . . . . .	Des Moines, Osceola and Southern Railroad.	92.12	18	6,700	223
372	Miss..	18008	Middleton, Ripley . . . . .	Ship Island, Ripley and Kentucky Railroad.	25.12	15	6,650	221
373	Ga. . . .	15030	Marietta, Ellijay.....	Marietta and North Georgia Railroad.	67.76	12	6,574	219
374	S. C. . .	14012	Newberry C. H., Laurens C. H.	Laurens Railway . . . . .	31.78	10	6,555	218
375	Ga . . .	15022	Griffin, Carrollton . . . . .	Savannah, Griffin and North Alabama Railroad.	60.37	16	6,468	215
376	Mich . .	24043	Coleman, Mount Pleasant.	Flint and Pere Marquette Railroad.	15.04	14.71	6,320	210
377	Fla. . .	16014	Gruelle, Leesburgh.....	Florida Southern Railway..	72.88	20	6,265	208
378	Iowa . .	27086	Oskaloosa, Keithsburgh.	Central Iowa Railway . . . .	99.19	21	6,215	207
379	Miss..	18009	Durant, Kosciusko.....	Illinois Central Railroad...	21.45	12.50	6,237	207
390	N. C. . .	13014	Oxford, Henderson . . . . .	Oxford and Henderson Railroad.	14.20	20	6,202	206
381	Ind . . .	22033	Frankfort, Kokomo.....	Toledo, Cincinnati and Saint Louis Railroad.	25.70	20	6,158	205

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
13.6 by 8.7, f. f., a. l. ....	7	42 75	.....	30 days from Mar. 19, 1884.
11 by 7.9, f. f., a. l. ....	12	42 75	.....	30 days from Mar. 19, 1884. .07 m. increase.
8 by 6.2, f. f., a. l. ....	6	42 75	.....	30 days from Mar. 19, 1884. 1.11 m. decrease.
in b. c. ....	6	42 75	.....	12 trips additional during summer months. Combined with returns of April, 1883. 30 days from July 24, 1883.
10 by 6, f. f., a. l. ....	6	42 75	.....	.17 m. decrease. 30 days from Mar. 19, 1884.
no apt. ....	18	42 75	.....	30 days from Mar. 19, 1884.
12 by 7.8, f. f., a. l. ....	6	42 75	.....	.05 m. increase. 30 days from Mar. 19, 1884.
20 by 9, f. f., a. l. ....	6	42 75	.....	.11 m. decrease. 30 days from Mar. 19, 1884.
14 by 7.4; no clerk. ....	6	42 75	.....	30 days from Mar. 19, 1884.
10.5 by 7.6, f. f., a. l. ....	6	42 75	.....	.30 m. decrease. 30 days from Mar. 19, 1884.
no apt. ....	6	42 75	.....	.20 m. decrease. 30 days from Mar. 19, 1884.
.....do. ....	15*	42 75	.....	.01 m. decrease. 30 days from Mar. 19, 1884.
10.10 by 8.4, f. f., a. l. ....	6	42 75	.....	2.03 m. decrease. 30 days from Mar. 19, 1884.
in b. c. ....	7	42 75	.....	30 days from Mar. 19, 1884.
no apt. ....	30	42 75	.....	For 3.89 m. 30 days from Apr. 16, 1884.
12 by 7.8, f. f., a. l. ....	8.29*	42 75	.....	30 days from May 1, 1884.
10.4 by 6.8 (av.), a. l. ....	7.57*	42 75	.....	30 days from Mar. 19, 1884.
12 by 6, f. f., a. l. ....	6	42 75	.....	.74 m. increase. 30 days from Mar. 19, 1884.
no apt. ....	6	42 75	.....	30 days from Mar. 19, 1884.
no mail apt. ....	21*	42 75	.....	.06 m. decrease. 30 days from Mar. 19, 1884.
no apt. ....	7	42 75	.....	For 27.98 m. 30 days from Apr. 16, 1884.
10.3 by 6.10, f. f., a. l. ....	13	42 75	.....	30 days from Mar. 19, 1884.
in b. c. ....	7	42 75	.....	Do.
7.2 by 6, f. f., a. l. ....	6	42 75	.....	.50 m. decrease. 30 days from Mar. 19, 1884.
19.6 by 8.4 (av.), f. f., a. l. ....	7.01*	42 75	.....	.85 m. decrease. 30 days from Mar. 19, 1884.
no apt. ....	6	42 75	.....	For 86.32 m. 30 days from Apr. 16, 1884.
in b. c. ....	7	42 75	.....	.03 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 14 by 6.10, 1 l. ....	6	42 75	.....	.07 m. decrease. 30 days from Mar. 19, 1884.
in b. c. ....	6	42 75	.....	.15 m. decrease. 30 days from Mar. 19, 1884.
9.4 by 5.10, f. f., a. l. ....	6	42 75	.....	.25 m. increase. 30 days from Mar. 19, 1884.
no apt. ....	12	42 75	.....	30 days from Mar. 19, 1884.
.....do. ....	6	42 75	.....	Do.
r. p. o. (apt.), 10 by 7.8, a. l. ....	6	42 75	.....	For 81.99 m. 30 days from Apr. 16, 1884. Consolidated with route 23068 from July 1, 1884.
in b. c. ....	6	42 75	.....	.25 m. decrease. 30 days from Mar. 19, 1884.
no apt. ....	6	42 75	.....	.80 m. increase. 30 days from Mar. 19, 1884.
11.5 by 6.2 (av.), f. f., a. l. ....	6	42 75	.....	2.15 m. decrease. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

					Average weight carried hole distance.		
					30 days, total.	Per day, total.	
				Miles.	Pounds.	Lbs.	
382	Ohio ..	21673	Edison, Mount Gilead ..	Cleveland, Columbus, Cin- cinnati and Indianapolis Railway.	2 40 13	6,086	203
383	Ky ..	20026	Shelbyville, Bloomfield.	Louisville and Nashville Railroad.	27 75 18	6,038	201
384	N. C. ..	13013	Jameville, Washington.	Jameville and Washing- ton Railroad.	22 57 12	5,962	198
385	S. C. ...	14015	Lanes, Sumter .....	Central Railroad of South Carolina.	40 30	5,860	195
386	Ky ..	20006	Bardstown Junction, Bardstown.	Louisville and Nashville Railroad.	17 33 15	5,870	196
387	Ga ..	15026	Toccoa, Elberton . . .	Elberton Air-Line Railroad	51 45 16	5,737	191
388	Mo ..	28045	Cape Girardeau, Paxico	Cape Girardeau Southwest- ern Railway.	43 90 10	5,709	190
389	Ga ..	15020	Cartersville, Cedartown.	East and West Railroad of Alabama.	37 53 26	5,679	189
390	Tenn	19006	Fayetteville, Decherd.	Nashville, Chattanooga and Saint Louis Railway.	40 41 18	5,647	188
391	W. Va.	12011	Weston, Buckhannon ..	Weston and Buckhannon Railroad.	16 29 12	5,584	186
392	Tenn.	19003	Rogersville, Bull's Gap	Rogersville and Jefferson Railroad.	16 42 16	5,559	185
393	Ohio	21067	Alliance, Phalanx Sta- tion (n. o.)	Cleveland, Youngstown and Pittsburgh Railway	26 10 15	5,538	184
394	Ill ..	23062	Kankakee, Bloomington	Illinois Central Railroad ..	87 13 25	5,509	183
395	Iowa	27056	Des Moines, Cedar Falls	Wisconsin, Iowa and Ne- braska Railway.	107 40 21	5,500	183
396	Ohio.	21056	Saint Clairsville, Shields.	Saint Clairsville Railway..	7 26 15	5,402	180
397	Ind ..	22046	Frankfort, East Saint Louis.	Toledo, Cincinnati and Saint Louis Railroad.	245 03 19	5,342	178
398	Ind ..	22036	Switz City, Bedford .	Bedford, Springville, Owensburgh and Bloom- field Railway	41 47 14	5,267	175
399	Ga....	15038	Cochran, Hawkinsville..	East Tennessee, Virginia and Georgia Railroad.	10 39 14	5,262	175
400	Ga ..	15006	Washington, Barnett ..	Georgia Railroad .....	13 56 15	5,262	175
401	S. C. ..	14013	Chester C. H., Lancas- ter C. H.	Cheraw and Chester Rail- road	29 47 16	5,197	173
402	Ala ..	17020	Atalla, Gadsden .....	East Alabama Railway....	6 30 15	5,136	171
403	Ind ..	22016	Fairland, Martinsville.	Fairland, Franklin and Martinsville Railroad.	38 35 20	5,091	169
404	Ga ..	15027	Sandersville, Tennille..	Sandersville and Tennille Railroad.	3 50 18	5,080	167
405	Ala ..	17026	Tusculumbia, Florence ...	Memphis and Charleston Railroad.	6 29 12	4,986	165
406	Conn.	5002	Stamford, New Canaan	Stamford and New Canaan Railroad.	3 39 9	4,940	164
407	Ind ..	22039	Fort Branch, Mount Vernon.	Evansville and Terre Haute Railroad.	38 75 26	4,887	163
408	Ohio	21091	Toledo, Findlay.... ..	Toledo and Indianapolis Railway.	44 72 20	4,852	161
409	Tenn.	19016	Dickson, Centerville...	Nashville and Tuscaloosa Railroad.	34 59 12	4,794	159
410	Nebr	34023	Keneanaw, Holdrege...	Nebraska and Colorado Railroad.	40 33 11	4,771	159
411	Tenn.	19017	Columbia, Lawrence- burg.	Nashville and Florence Railroad	36 67 14	4,741	158
412	Mich.	24064	East Saginaw, Sebe- waing	Saginaw, Tuscola and Huron Railroad.	38 23 20	4,712	157
413	Mich.	24051	Point Saint Ignace (n. o.), Marquette.	Detroit, Mackinac and Marquette Railroad.	151 37 16 05	4,718	157
414	Ohio	21070	Tontogany Bowling Green.	Bowling Green Railroad..	5 94 20	4,696	156
415	Ga ..	15014	Gordon, Eatonton.....	Central Railroad and Bank- ing Company.	38 53 18	4,630	154
416	S. C. ..	14009	Hodges, Abbeville.....	Columbia and Greenville Railroad.	11 33 12	4,643	154
417	Ga ..	15043	Belton, Tallulah. ....	Northeastern Railroad of Georgia.	33 28 20	4,612	153

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
no apt .....	18	42 75		.05 m. increase. 30 days from Mar. 19, 1884.
10.3 by 7.3, f. f., s. l .....	12	42 75		1.78 m. increase. 30 days from Mar. 19, 1884.
no apt .....	6	42 75		30 days from Mar. 19, 1884.
19.8 by 7.10, f. f., s. l .....	7	42 75		Do.
no apt .....	6	42 75		.05 m. decrease. 30 days from Mar. 19, 1884.
10.6 by 5.8, f. f., s. l .....	6	42 75		1.03 m. increase. 30 days from Mar. 19, 1884.
no apt .....	8.43	42 75		For 26.85 m. 30 days from May 7, 1884.
..... do .....	7	42 75		.98 m. increase. 30 days from Mar. 19, 1884.
8 by 6.6, f. f., s. l .....	6	42 75		.04 m. increase. 30 days from Mar. 19, 1884.
no apt .....	12	42 75		30 days from July 23, 1884.
6.6 by 6, f. f., s. l .....	6	42 75		.02 m. increase. 30 days from Mar. 19, 1884.
6.5 by 5.9, f. f., s. l .....	12	42 75		1.07 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.), av. 10.11 by 6.6 .....	6	42 75		30 days from Mar. 19, 1884
r. p. o. (apt.), 15.6 by 8.9, s. l .....	6	42 75		30 days from Apr. 16, 1884.
no apt .....	12	42 75		.13 m. decrease. 30 days from Mar. 19, 1884.
12.2 by 5.9, f. f., s. l .....	6	42 75		6.77 m. increase. 30 days from Mar. 19, 1884.
6.7 by 4.6, f. f., s. l .....	6	42 75		.18 m. increase. 30 days from Mar. 19, 1884.
in b. c .....	12	42 75		.20 m. decrease. 30 days from Mar. 19, 1884
..... do .....	7	42 75		.02 m. increase. 30 days from Mar. 19, 1884.
7.4 by 4.10, f. f., s. l .....	6	42 75		.73 m. decrease. 30 days from Mar. 19, 1884.
in b. c .....	6	42 75		.23 m. decrease. 30 days from Mar. 19, 1884.
12 by 6.10, f. f., s. l .....	6	42 75		30 days from Mar. 19, 1884.
no apt .....	14	42 75		Do.
..... do .....	7	42 75		.02 m. decrease. 30 days from Mar. 19, 1884.
in b. c .....	12	42 75		30 days from Aug. 28, 1883.
9.3 by 5.6, f. f., s. l .....	7.05*	42 75		.65 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	6	42 75		30 days from Mar. 19, 1884.
..... do .....	6	42 75		1.63 m. decrease. 30 days from Mar. 19, 1884.
..... do .....	6	42 75		30 days from Apr. 16, 1884.
6 by 3.6, f. f., s. l .....	6	42 75		1.63 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	6	42 75		30 days from Mar. 19, 1884.
..... do .....	6	42 75		Do.
..... do .....	18*	42 75		.43 m. decrease. 30 days from Mar. 19, 1884.
15 by 8, f. f., s. l .....	6	42 75		.04 m. decrease. 30 days from Mar. 19, 1884.
in b. c .....	6	42 75		.11 m. increase. 30 days from Mar. 19, 1884.
10.2 by 7.2, f. f., s. l .....	6	42 75		.02 m. decrease. 12 m. lap service at \$15 per m. 30 days from Mar. 19, 1884.



G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
418	Mich.	24056	Petosky, Harbor Springs.	Bayview, Little Traverse and Mackinaw Railroad.	8.85	14.76	4,601	153
419	Ohio..	21077	Nelsonville, New Straitsville.	Columbus, Hocking Valley and Toledo Railway.	19.94	22	4,500	150
420	Ga....	15019	Barnesville, Thomaston	Central Railroad and Banking Company.	16.53	11	4,493	149
421	Miss..	18017	Durant, Lexington...	Illinois Central Railroad...	13.16	12.50	4,474	149
422	N. C..	13020	Tarborough, Williamston.	Albemarle and Raleigh Railroad.	33.61	25	4,458	148
423	S. C..	14020	Lane's, Georgetown...	Georgetown and Lane's Railroad.	39.20	20	4,459	148
424	N. J..	7058	Two Bridges Junction (n. o.), Stroudsburgh.	New York, Susquehanna and Western Railroad.	47.85	25	4,314	143
425	Tenn.	19015	Columbia, Fayetteville..	Nashville, Chattanooga and Saint Louis Railway.	48.87	12	4,172	139
426	Ala...	17024	Elmore, Wetumpka.....	South and North Alabama Railroad.	6.92	12	4,186	139
427	Ga....	15034	Gainesville, Social Circle.	Gainesville, Jefferson and Southern Railroad.	52.27	12	4,140	138
428	Mich.	24063	Lawton, Hartford.....	Paw Paw, Toledo and South Haven Railroad.	20.21	7.87	4,081	136
429	Ga....	15028	Wadley, Louisville....	Louisville and Wadley Railroad.	10.62	15	4,052	135
430	Tenn.	19014	Knoxville, Maryville..	Knoxville and Augusta Railroad.	18.45	14	4,062	135
431	W. Va.	12012	Grafton, Philippi.....	Grafton and Greenbrier Railroad.	24	12	3,999	133
432	Kans.	83039	Girard, Chanute.....	Southern Kansas Railway.	41.23	15	3,997	133
433	Mo...	28035	Neelysville, Doniphan..	Saint Louis, Iron Mountain and Southern Railway.	20.09	8	3,955	131
434	Miss..	18016	Meridian, Ellisville.....	New Orleans and Northeastern Railroad.	65.03	28	3,955	131
435	N. Y..	6059	Olean, Nunda Junction (n. o.).	Lackawanna and Pittsburgh Railroad.	70.14	17	3,932	131
436	Ohio..	21075	Paulding, Greenville....	Cincinnati, Van Wert and Michigan Railroad.	76.50	20	3,910	130
437	Wis..	25055	Brandon, Markesan.....	Chicago, Milwaukee and Saint Paul Railway.	11.78	17	3,915	130
438	Ind...	22015	North Vernon, Rushville.	Cincinnati, Indianapolis, Saint Louis and Chicago Railroad.	45.50	23	3,861	128
439	Ky...	20013	Willard, Greenup.....	Eastern Kentucky Railroad.	34.31	15	3,804	126
440	Ind...	22026	Washington, Evansville.	Indianapolis and Evansville Railway.	58.30	15	3,806	126
441	Tenn.	19010	Tracy City, Cowan.....	Tennessee Coal and Railroad Company.	20.25	18	3,754	125
442	N. C..	13018	University Station, Chapel Hill.	Richmond and Danville Railroad.	11.16	12	3,751	125
443	Mo...	28055	Clinton, Brownington...	Kansas City and Southern Railway.	11.55	18	3,697	123
444	Ala...	17011	Gainesville, Narkeeta...	Tram Road Transportation Company.	22.09	5	3,645	121
445	Mo...	28043	Summitville, Bonne Terre.	Saint Joe and Desloge Railway.	13.20	15	3,605	120
446	Iowa..	27091	New Sharon, Newton...	Central Iowa Railway...	33.66	12	3,629	120
447	Ga....	15034	Monroe, Social Circle...	Gainesville, Jefferson and Southern Railroad.	10.72	17	3,525	117
448	Ga....	15040	Albany, Blakely.....	Southwestern Railroad...	50.19	12	3,486	116
449	Wis..	25054	Trempeleau, Galesville..	Chicago and Northwestern Railway.	8.23	20	3,497	116
450	N. H..	1022	Plymouth, North Woodstock.	Boston, Concord and Montreal Railroad.	21.06	16	3,473	115
451	N. Y..	6126	Buffalo (Erie st.), Black Rock (N. Y. C. sta.) (n. o.).	Grand Trunk Railway....	4.59	18	3,391	113
452	N. Y..	6128	Hayt's Corners, Willard.	Geneva, Ithaca and Sayre Railroad.	5.42	12	3,386	113
453	Ohio..	21081	Delphos, Carey.....	Cleveland, Delphos and Saint Louis Railroad.	56.60	15	3,388	112
454	Ohio..	21086	Alliance, Niles.....	Alliance, Niles and Ash-tabula Railroad.	27.93	25	3,359	111



are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
no apt .....	18	42 75	.....	30 days from Mar. 19, 1884.
4 by 7.9, f. f., a. l .....	12	42 75	.....	.01 m. increase. 30 days from Mar. 19, 1884.
4 by 4; no clerk .....	12	42 75	.....	.10 m. increase. 30 days from Mar. 19, 1884.
in b. c. ....	6	42 75	.....	30 days from Mar. 19, 1884.
10.2 by 6.9, f. f., a. l .....	7	42 75	.....	2.73 m. increase. 30 days from Mar. 24, 1884.
in b. c. ....	7	42 75	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 13.4 by 6.9, 1 l .....	6	42 75	.....	30 days from Nov. 5, 1883.
8 by 5, f. f., a. l .....	6	42 75	.....	.32 m. increase. 30 days from Mar. 19, 1884.
no apt .....	7	42 75	.....	.11 m. increase. 30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	30 days from June 4, 1884.
.....do .....	10.92*	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	12	42 75	.....	Do.
.....do .....	6	42 75	.....	Do.
.....do .....	6	42 75	.....	30 days from Aug. 12, 1884.
.....do .....	6	42 75	.....	30 days from Apr. 16, 1884.
.....do .....	6	42 75	.....	Do.
in b. c.; no clerk .....	6	42 75	.....	30 days from Nov. 1, 1883.
in b. c. ....	9	42 75	.....	For 40.51 m. 30 days from Aug. 14, 1884.
no apt .....	6	42 75	.....	1.47 m. increase. 30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	30 days from Mar. 19, 1884.
12 by 6.10, f. f., a. l .....	6	42 75	.....	Do.
10.6 by 5, f. f., a. l .....	7.65*	42 75	.....	.45 m. decrease. 30 days from Mar. 19, 1884.
9.3 by 6, f. f., a. l .....	6	42 75	.....	30 days from Mar. 19, 1884.
7 by 3, f. f., a. l .....	7	42 75	.....	2.06 m. decrease. 30 days from Mar. 19, 1884.
16 by 8, f. f., a. l .....	6	42 75	.....	.54 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	6	42 75	.....	30 days from Apr. 16, 1884.
in b. c. ....	6	42 75	.....	.03 m. increase. 30 days from Mar. 19, 1884.
no apt .....	18*	42 75	.....	30 days from Apr. 16, 1884.
.....do .....	7.10	42 75	.....	Do.
in b. c. ....	12	42 75	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 15 by 9.8, f. f., 1 l .....	6	42 75	.....	.13 m. increase. 30 days from Mar. 19, 1884.
no apt .....	12	42 75	.....	30 days from Apr. 16, 1884.
in b. c. ....	13.98	42 75	.....	30 days from Sept. 4, 1883.
r. p. o. (apt.), 25 by 6.10, 1 l .....	6	42 75	.....	30 days from June 11, 1883.
in b. c. ....	18	42 75	.....	30 days from Sept. 4, 1883.
no apt .....	6	42 75	.....	.55 m. decrease. 30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
455	Ky ...	20019	Johnson Junction, Hillsborough.	Cincinnati and Southeastern Railroad.	16.90	15	3,343	111
456	Dak ..	35014	Brookings, Watertown..	Chicago and Northwestern Railway.	48.24	23	3,271	109
457	Nebr .	34024	Chester, Hebron .....	Nebraska and Colorado Railroad.	11.83	12.50	3,214	107
458	Ala ...	17028	East and West Junction (n. o.), Broken Arrow.	East and West Railroad, of Alabama.	41.75	15	3,200	106
459	N. C ..	13019	Halifax, Scotland Neck.	Wilmington and Weldon Railroad.	21	15	3,152	105
460	Ind ...	22035	New Salisbury, Corydon.	Louisville, New Albany and Corydon Railroad.	8.39	12	3,176	105
461	Ohio ..	21085	New Richmond Junction (n. o.), New Richmond.	Cincinnati and Eastern Railway.	14.66	16	3,145	104
462	Minn .	26047	Sank Centre, Eagle Bend.	Saint Paul, Minneapolis and Manitoba Railway.	37.34	12	3,104	103
463	Mich .	24044	Harrison Junction (n. o.), Meredith.	Flint and Pere Marquette Railroad.	29.65	14.26	3,101	103
464	Kans .	33038	Leavenworth, Meriden Junction (n. o.)	Leavenworth, Topeka and Southwestern Railway.	46.98	18	3,031	101
465	Nebr .	34022	Wakefield, Hartington..	Chicago, Saint Paul, Minneapolis and Omaha Railroad.	33.80	15	3,029	100
466	Ala ...	17021	Enfaula, Clayton .....	Enfaula and Clayton Railroad.	21.53	15	3,026	100
467	Ga....	15034	Monroe, Social Circle ...	Gainesville, Jefferson and Southern Railroad.	10.72	16	3,008	100
468	S. C...	14019	Blackville, Barnwell C. H.	Barnwell Railroad.....	9.64	12	2,931	97
469	Ky ...	20022	Mount Sterling, Cornwell.	Coal Road Construction Company.	18.75	15	2,920	97
470	Ala ...	17014	Opelika, Buffalo .....	East Alabama Railway....	22.19	18	2,934	97
471	Ga ...	15041	Cuthbert, Fort Gaines ..	Southwestern Railroad....	23.23	17	2,890	96
472	Ohio ..	21048	Lore City, Cumberland ..	Cincinnati, Wheeling and New York Railroad.	18.77	15	2,852	95
473	Ga....	15033	Talbotton, Bostick (n.o.)	Talbotton Railroad.....	7.20	20	2,879	95
474	Ky ...	20031	Madisonville, Providence.	Louisville and Nashville Railroad.	16.70	10	2,871	95
475	Ga....	15017	Fort Valley, Perry.....	Southwestern Railroad....	12.86	15	2,865	95
476	Tenn .	19012	Victoria, Bridgeport ....	Nashville, Chattanooga and Saint Louis Railway.	19.71	12	2,722	94
477	Ohio ..	21059	College Hill Junction (n. o.), Mount Healthy.	Cincinnati Northwestern Railway.	7.08	18	2,804	93
478	Mich .	24012	Niles, South Bend.....	Michigan Central Railroad.	12.43	14.8	2,812	93
479	Ohio ..	21088	Cecil, Paulding .....	Paulding and Cecil Railway.	6.86	.....	2,814	93
480	Iowa..	27088	Eldora Junction (n. o.), Iowa Falls.	Chicago, Iowa and Dakota Railway.	21.49	20	2,788	92
481	Tex...	31044	Jacksonville, Alto .....	Kansas and Gulf Short Line Railroad.	28.11	20	2,714	90
482	Iowa .	27088	Eldora Junction (n. o.) Eldora.	Chicago, Iowa and Dakota Railway.	5.80	20	2,661	88
483	Mich .	24038	Iron River Junction (n. o.), Iron River.	Chicago and Northwestern Railway.	19.81	18	2,666	88
484	Ohio ..	21087	Huron, Norwalk .....	Wheeling and Lake Erie Railroad.	13.67	23	2,665	88
485	Colo ..	38029	Boulder, Sunset.....	Greeley, Salt Lake and Pacific Railway.	13.11	10	2,656	88
486	Ill ...	23028	Junction, Mound City...	Mound City Railroad .....	2.94	6	2,608	86
487	Tenn .	19018	Johnson City, Cranberry Forge.	East Tennessee and Western North Carolina Railroad.	33.80	12	2,556	85
488	Mich .	24047	Flint, Fostoria .....	Flint and Pere Marquette Railroad.	24.46	15	2,522	84
489	Ky ...	20028	Kings Mountain Station, Yosemite.	Cincinnati, Green River and Nashville Railroad.	11.42	15	2,497	83
490	Tenn .	19019	Moscow, Somerville.....	Memphis and Charleston Railroad.	13.49	20	2,370	79

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p.o. cars.	Remarks.
		Dollars.	Dollars.	
no apt .....	9.81*	42 75	.....	.18 m. decrease. 30 days from Apr. 1, 1884.
.....do .....	6	42 75	.....	30 days from Apr. 16, 1884.
.....do .....	12	42 75	.....	Do.
.....do .....	6	42 75	.....	30 days from Mar. 19, 1884.
19.8 by 7.10, f. f.; no clerk .....	6	42 75	.....	Do.
no apt .....	6	42 75	.....	Do.
15 by 7, f. f., s. l. ....	6	42 75	.....	Do.
no clerk .....	6	42 75	.....	30 days from Apr. 16, 1884.
no apt .....	12	42 75	.....	For 14.87 m. 30 days from Mar. 19, 1884.
7 by 6, f. f., s. l. ....	6	42 75	.....	30 days from Apr. 16, 1884.
no clerk .....	6	42 75	.....	Do.
no apt .....	6	42 75	.....	.02 m. increase. 30 days from Mar. 19, 1884.
in b. c. ....	12	42 75	.....	Reweighed for 30 days from Mar. 19, 1884.
no apt .....	12	42 75	.....	.22 m. increase. 30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	.93 m. decrease. 30 days from Mar. 19, 1884.
8 by 6, f. f.; no clerk .....	6	42 75	.....	.40 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	6	42 75	.....	.03 m. increase. 30 days from Mar. 19, 1884.
.....do .....	9.53*	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	12	42 75	.....	Do.
.....do .....	6	42 75	.....	.19 m. increase. 30 days from Mar. 19, 1884. 16.51 m. from Apr. 16, 1883, to June 30, 1884.
.....do .....	6	42 75	.....	.46 m. decrease. 30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	.09 m. increase. 30 days from Mar. 19, 1884.
.....do .....	12	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	9*	42 75	.....	Do.
.....do .....	6	42 75	.....	.42 m. increase. 30 days from Mar. 19, 1884.
.....do .....	7.53	42 75	.....	30 days from Apr. 16, 1884.
.....do .....	6	42 75	.....	Do.
.....do .....	12	42 75	.....	30 days from Dec. 17, 1883.
.....do .....	7	42 75	.....	30 days from Apr. 16, 1884.
.....do .....	12	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	7	42 75	.....	30 days from Apr. 16, 1884.
.....do .....	6	42 75	.....	30 days from Mar. 19, 1884.
10.8 by 5.6, f. f., s. l. ....	6	42 75	.....	.05 m. increase. 30 days from Mar. 19, 1884.
no apt .....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	Do.
.....do .....	6	42 75	.....	.18 m. decrease. 30 days from Apr. 21, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
491	N. J ..	7020	Pleasantville, Somers Point.	West Jersey Railroad.....	7.31	17	2,371	79
492	Ga....	15032	Suwanee, Lawrenceville.	Lawrenceville Branch Railroad.	10.43	15	2,379	79
493	Iowa ..	27082	Winfield, Martinsburgh.	Burlington and Western Railway.	47.70	12.75	2,340	78
494	Mich ..	24059	Milton Junction (n. o.), Luther.	Grand Rapids and Indiana Railroad.	11.50	10.48	2,315	77
495	Fla ...	16010	Sanford, Lake Jessup...	Sanford and Indian River Railroad.	10.43	12	2,325	77
496	Ohio ..	21021	Carey, Findlay.....	Indiana, Bloomington and Western Railway.	16	15	2,294	76
497	Miss ..	18011	Greenville, Arcola .....	Georgia Pacific Railway ..	21.90	15	2,260	75
498	Ohio ..	21093	New Galilee, East Carmel.	New York, Pittsburgh and Chicago Railway.	15.35	25	2,201	73
499	Ohio ..	21057	Jeffersonville, Clayville Junction (n. o.)	Cincinnati, Columbus and Hocking Valley Railway.	28	10	2,168	72
500	Mass ..	3075	Bellingham, Franklin ..	Milford, Franklin and Providence Railroad.	5.37	20	2,134	71
501	Ill ....	23022	Joliet, Lake Station ....	Michigan Central Railroad.	45.67	25	2,138	70
502	Ind ...	22028	Fair Oaks, Attica .....	Chicago and Great Southern Railway.	56.34	20	2,120	70
503	Mich ..	24046	Mars, Hart .....	Chicago and West Michigan Railway.	4.15	19.8	2,128	70
504	Ga....	15035	Roswell Junction (n. o.), Roswell.	Roswell Railway.....	10.87	15	2,102	70
505	Ga....	15024	Columbus, Chipley .....	Columbus and Rome Railroad.	33	18	2,051	68
506	Ohio ..	21082	Saint Mary's, Minster ..	Lake Erie and Western Railway.	10.06	20	2,033	67
507	Me ...	23	Monson Junction (n. o.), Monson.	Monson Railroad .....	6.16	12	2,010	67
508	Wis ..	25056	Dexterville Junction (n. o.), Vesper.	Wisconsin, Pittsville and Superior Railway.	20.29	10	1,953	65
509	N. C ..	13017	Alma, Plainview.....	Alma and Little Rock Railroad.	12.88	12	1,942	64
510	Ind ...	22031	Attica, Yeddo .....	Chicago and Great Southern Railway.	21.32	20	1,947	64
511	Minn ..	26051	Rush City, Grantsburgh.	Saint Paul and Duluth Railroad.	17.34	18	1,870	62
512	Wis ..	25053	Red Cedar Junction (n. o.), Menomonee.	Chicago, Milwaukee and Saint Paul Railway.	16.46	11	1,866	62
513	Mich ..	24053	Humboldt, Republic....	Marquette, Houghton and Ontonagon Railroad.	8.70	18	1,822	60
514	Ala ...	17027	Montgomery, Ada ....	Montgomery Southern Railway.	21	.....	1,650	53
515	Ind ...	22037	Anderson, Noblesville ..	Anderson, Lebanon and Saint Louis Railroad.	19.96	20	1,592	53
516	N. J ..	7060	Sea Isle Junction (n. o.), Sea Island City.	West Jersey Railroad .....	4.97	20	1,619	53
517	Pa ....	8153	Sunbury, Lewisburgh ..	Philadelphia and Reading Railroad.	9.84	23	1,561	52
518	Ga ..	15045	Gainesville, Jefferson...	Gainesville, Jefferson and Southern Railroad.	22.70	13	1,582	52
519	Fla ...	16017	Micanopy Junction (n. o.), Micanopy.	Florida Southern Railway	4.11	20	1,442	48
520	Ga....	15045	Emory, Jefferson .....	Gainesville, Jefferson and Southern Railroad.	13.51	13	1,445	48
521	Ohio ..	21050	Deshler, McComb .....	McComb, Deshler and Toledo Railroad.	10.28	20	1,428	47
522	Ala ..	17023	Birmingham, Pratt Mines.	Pratt Coal and Iron Company.	6.74	12	1,399	46
523	Tenn ..	19023	Lyles, Warner.....	Warner Iron Company....	1.50	10	1,322	44
524	Tenn ..	19021	Spring City, Oliver Springs.	Tennessee Central Railroad.	12.16	13	1,348	44
525	N. J ..	7059	Delaware Station, Columbia Junction (n. o.).	New York, Susquehanna and Western Railroad.	8.16	25	1,310	43
526	Ala ...	17027	Montgomery, Ada .....	Montgomery Southern Railway.	21.01	13	1,318	43
527	Mich ..	24058	Narenta Station (n. o.), Metropolitan.	Chicago and Northwestern Railway.	35.01	16	1,231	41

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
in b. c. ....	6	42 75	.....	30 days from Sept. 4, 1883.
no apt .....	6	42 75	.....	.53 m. increase. 30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	.03 m. increase. 30 days from July 25, 1883.
.....do .....	11.55*	42 75	.....	30 days from Mar. 19, 1884.
in b. c. ....	6	42 75	.....	Do.
no apt .....	6	42 75	.....	Do.
.....do .....	6	42 75	.....	.48 m. decrease. 30 days from June 30, 1884.
.....do .....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	Do.
in b. c. ....	21	42 75	.....	30 days from Nov. 15, 1883.
r. p. o. (apt.), 11.8 by 6.8, s. l. ....	6	42 75	.....	.06 m. increase. 30 days from July 30, 1883.
no apt .....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	Do.
in b. c. ....	6	42 75	.....	.13 m. decrease. 30 days from Mar. 19, 1884.
24 by 7, f. f., s. l. ....	6	42 75	.....	.30 m. increase. 30 days from Mar. 19, 1884.
no apt .....	6	42 75	.....	.81 m. decrease. 30 days from Mar. 19, 1884.
in b. c. ....	12	42 75	.....	30 days from May 1, 1884.
no apt .....	6	42 75	.....	30 days from Apr. 16, 1884.
.....do .....	6	42 75	.....	.29 m. increase. 30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	Do.
.....do .....	6	42 75	.....	30 days from Apr. 19, 1884.
.....do .....	6	42 75	.....	All land grant. 30 days from Apr. 16, 1884.
.....do .....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	.92 m. increase. 30 days from Mar. 19, 1884.
in b. c. ....	12	42 75	.....	30 days from Aug. 14, 1884.
.....do .....	6	42 75	.....	30 days from May 1, 1884.
.....do .....	6	42 75	.....	Route restated from May 1, 1884. 30 days from Mar. 19, 1884.
no apt .....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	30 days from June 4, 1884.
.....do .....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	12	42 75	.....	.65 m. increase. 30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	.16 m. increase. 30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	30 days from Nov. 5, 1883.
in b. c. ....	6	42 75	.....	30 days from Oct. 1, 1883.
.....do .....	6	42 75	.....	30 days from Apr. 16, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
							Pounds.	Lbs.
528	W. Ter.	43010	Bolles Junction (n. o.), Riparia.	Oregon Railway and Navigation Company.	31.10	7	1,256	41
529	Ill ....	23031	Belleville, O'Fallon Depot.	Louisville and Nashville Railroad.	7.34	13	1,258	41
530	Ky ...	20023	Louisville, Prospect (n. o.).	..... do .....	11	11	1,255	41
531	Tenn .	19022	Hunnicutt, Poplar Creek	Walden's Ridge Railroad..	18.06	12	1,184	39
532	Ill ....	23060	Greenfield, Kampsville.	Litchfield, Carrollton and Western Railroad.	22.90	15	1,157	38
533	Minn .	26049	Saint Cloud, Hinckley ..	Saint Paul, Minneapolis and Manitoba Railway.	68.04	13	1,113	37
534	Ind ...	22040	Covington, Snoddy's Mills.	Chicago and Eastern Illinois Railroad.	9.49	15	1,111	37
535	Fla ...	16005	Pensacola, Millview ....	Pensacola and Perdido Railroad.	10.25	15	1,037	34
536	Pa ....	8151	Youngwood (n. o.), United.	Pennsylvania Railroad....	8.84	8	945	31
537	Ind ...	22041	Stewartsville, New Harmony.	Peoria, Decatur and Evansville Railway.	7.34	20	873	29
538	Utah .	41009	Colton, Scofield .....	Denver and Rio Grande Railway.	17.30	12	855	28
539	Mich .	24011	Slocomb Junction (n. o.), Grosse Isle.	Michigan Central Railroad.	2.36	15	811	27
540	Wis ..	25045	Monico, Rhinelanders....	Milwaukee, Lake Shore and Western Railway.	14.76	25	742	24
541	W. Va	12009	Shaw, Elkins .....	West Virginia Central and Pittsburgh Railway.	21.63	11	637	21
542	Ga ....	15029	Hartwell, Bowersville ..	Hartwell Railroad Construction and Operating Company.	10.15	15	627	20
543	Ga ....	15023	Brunswick, Albany .....	Brunswick and Western Railroad.	171.73	21	7,157	238
544	Pa ....	8048	West Chester, Phoenixville.	Pennsylvania Railroad ..	18.42	24	3,549	118
545	Cal ...	46042	Mojave, Needles .....	Southern Pacific Railroad.	240.46	23	7,125	237
546	N. Mex	39003	Albuquerque, Needles..	Atlantic and Pacific Railroad.	574.70	21	20,773	692
547	Minn .	26001	Duluth, Brainerd .....	Northern Pacific Railroad.	110.60	20	4,774	158
548	Pa ...	8126	Bowmansdale, Shippensburg.	Harrisburg and Potomac Railroad.	32.45	20	3,183	106
549	Wis ..	25032	Ashland Junction (n. o.), Ashland.	Chicago, Saint Paul, Minneapolis and Omaha Railway.	4.64	20	2,057	68
550	Ala ...	17022	Selma, Martin's Station.	New Orleans and Selma Railroad.	21	18	1,282	42
551	Miss..	18013	Stoneville, Johnsonville.	Georgia Pacific Railway ..	20.54	12	877	29
552	Minn .	26050	Crookston, Saint Hilaire	Saint Paul, Minneapolis and Manitoba Railway.	28.73	14	897	29
553	Fla ...	16013	Tallahassee, Saint Marks.	Florida Central and Western Railroad.	21.89	20	461	15
554	N. Y..	6125	Hopewell Junction, Nicopee Junction (n. o.).	New York and New England Railroad.	11.19	28	618	20

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		Dollars.	Dollars.	
no apt .....	7	42 75		30 days from Apr. 16, 1884.
.....do .....	6	42 75		30 days from Mar. 19, 1884.
.....do .....	6	42 75		30 days from Apr. 17, 1884.
.....do .....	6	42 75		.04 m. decrease. 30 days from Mar. 19, 1884.
.....do .....	11*	42 75		30 days from June 4, 1884.
no clerk.....	6	42 75		30 days from Apr. 16, 1884.
no apt .....	6	42 75		.12 m. increase. 30 days from Mar. 19, 1884.
in passenger car .....	7	42 75		1.92 m. increase. 30 days from Mar. 19, 1884.
in b. c.....	6	42 75		30 days from Nov. 5, 1883.
no apt .....	12	42 75		.56 m. increase. 30 days from Mar. 19, 1884.
.....do .....	6	42 75		30 days from Apr. 16, 1884.
.....do .....	6	42 75		30 days from Mar. 19, 1884.
.....do .....	6	42 75		30 days from Apr. 16, 1884.
in b. c.....	6	42 75		30 days from Mar. 19, 1884.
.....do .....	6	42 75		.15 m. increase. 30 days from Mar. 19, 1884.
14.6 by 8.7, f. f., a. l .....	7	38 48		.66 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	18.94	38 48		For 7.14 m. 30 days from May 5, 1884.
apt .....	7	36 25		30 days from Apr. 16, 1884.
21 by 9, f. f., s. l.....	7	34 20		30 days from Aug. 1, 1884.
no r. p. o. clerk .....	9.15*	34 20		4.02 m. decrease. Part.
in b. c.....	16.65	34 20		For 25.23 m. 30 days from Aug. 14, 1884.
no apt .....	12	34 20		30 days from Apr. 16, 1884.
in charge of conductor.....	3	29 93		.45 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	3	29 93		.11 m. increase. 30 days from June 30, 1884.
.....do .....	3	29 92		30 days from Mar. 19, 1884.
in b. c.....	3	29 92		Do.
r. p. o. (apt.), 26.6 by 8.10, 1 l .....	6	15 00		30 days from Mar. 26, 1884.



## Index to Table G.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Alabama and Great Southern R. R. ....	151	17015	Chicago and Northwestern Railway ...	483	24038
Albemarle and Raleigh R. R. ....	422	13020	Do.....	527	24058
Alliance, Niles and Ashtabula R. R. ....	454	21086	Do.....	45	25009
Alma and Little Rock R. R. ....	509	18017	Do.....	87	25010
Anderson, Lebanon and Saint Louis R. R. ....	515	22037	Do.....	83	25011
Asheville and Spartanburgh R. R. ....	369	14011	Do.....	44	25014
Atlantic and North Carolina R. R. ....	234	13005	Do.....	449	25054
Atlantic and Pacific R. R. ....	546	39003	Do.....	211	27070
Augusta and Knoxville R. R. ....	367	15037	Do.....	342	27089
Baltimore and Ohio R. R. ....	35	21010	Do.....	456	35014
Do.....	36	21010	Chicago and West Michigan Railway..	111	24021
Do.....	131	21010	Do.....	262	24022
Do.....	299	21038	Do.....	273	24023
Do.....	47	21047	Do.....	240	24026
Do.....	185	12001	Do.....	503	24046
Do.....	186	12001	Do.....	112	24052
Do.....	247	12001	Chicago, Burlington and Kansas City Railway .....	220	27008
Do.....	317	8040	Chicago, Burlington and Quincy R. R..	13	23007
Barnwell R. R. ....	468	14019	Do.....	31	23010
Bayview, Little Traverse and Macki- naw R. R. ....	418	24056	Do.....	124	27033
Bedford, Springville, Owensburgh and Bloomfield Railway .....	398	22036	Do.....	81	23005
Bellaire, Zanesville and Cincinnati Railway .....	361	21063	Do.....	34	27005
Boston, Concord and Montreal R. R. ....	450	1022	Do.....	101	27073
Bowling Green R. R. ....	414	21070	Chicago, Detroit and Canada Grand Trunk Junction R. R. ....	59	24028
Brunswick and Western R. R. ....	543	15023	Do.....	217	24062
Buffalo, New York and Philadelphia R. R. ....	162	6061	Chicago, Iowa and Dakota Railway....	480	27088
Burlington and Missouri River R. R. in Nebraska .....	82	34002	Do.....	482	27088
Burlington and Western Railway .....	493	27082	Cleveland, Columbus, Cincinnati and Indianapolis Railway .....	89	21013
Cape Girardeau Southwestern Railway	388	28045	Do.....	49	21016
Carolina Central R. R. ....	270	13003	Do.....	32	21042
Do.....	257	13008	Do.....	382	21072
Casselton Branch R. R. ....	338	35006	Cleveland, Delphos and Saint Louis R. R.	453	21081
Central Iowa Railway .....	294	23068	Cleveland, Lorain and Wheeling R. R.	198	21041
Do.....	378	27086	Cleveland, Mount Vernon and Delaware R. R. ....	145	21004
Do.....	446	27091	Cleveland, Youngstown and Pittsburgh Railway .....	393	21067
Central Ohio R. R. ....	38	21001	Coal Road Construction Company .....	469	20022
Do.....	39	21001	Columbus and Maysville R. R. ....	364	21066
Do.....	106	21001	Columbus and Rome R. R. ....	505	15024
Central Pacific R. R. ....	15	46001	Columbus and Western Railway .....	154	17007
Do.....	51	46003	Do.....	288	17016
Central R. R. and Banking Co. ....	194	15005	Columbus, Hocking Valley and Toledo Railway .....	161	21036
Do.....	152	15010	Do.....	199	21053
Do.....	68	15012	Do.....	158	21074
Do.....	415	15014	Do.....	419	21077
Do.....	425	15019	Do.....	347	21084
Central R. R. of South Carolina .....	385	14015	Connotton Valley Railway .....	315	21009
Chagrin Falls and Southern R. R. ....	325	21079	Do.....	281	21092
Charleston and Savannah Railway .....	64	14004	Chicago, Milwaukee and Saint Paul Railway .....	11	23035
Charlotte, Columbia and Augusta R. R.	84	13007	Do.....	40	23054
Do.....	306	13009	Do.....	17	25002
Chattahoochee Railway .....	322	20027	Do.....	512	25053
Cheraw and Chester R. R. ....	401	14013	Do.....	437	25055
Cheraw and Darlington R. R. ....	316	14006	Do.....	20	26013
Cheraw and Salisbury R. R. ....	346	14014	Do.....	103	27028
Chesapeake and Ohio Railway .....	110	20016	Do.....	193	27034
Do.....	132	20016	Do.....	333	35008
Chesapeake, Ohio & Southwestern R. R.	113	20009	Do.....	181	35017
Do.....	138	20010	Chicago, Rock Island and Pacific Rail- way .....	14	23015
Chester and Lenoir Narrow Gauge R. R.	289	14007	Do.....	25	27014
Chicago and Atlantic R. R. ....	252	21090	Chicago, Saint Louis and Pittsburgh R. R. ....	7	21015
Chicago and Eastern Illinois R. R. ....	182	22024	Do.....	178	22009
Do.....	534	22040	Chicago, Saint Paul, Minneapolis and Omaha Railway .....	305	25028
Chicago and Grand Trunk Railway .....	156	24039	Do.....	135	25030
Chicago and Great Southern Railway .....	502	22028	Do.....	549	25032
Do.....	510	22031	Do.....	345	25048
Chicago and Northwestern Railway ...	33	23001	Do.....	465	34022
Do.....	18	23003			
Do.....	360	23056			
Do.....	105	24031			
Do.....	291	24032			



## Index to Table G—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Cincinnati and Eastern Railway .....	191	21052	Fernandina and Jacksonville R. R. ....	192	16009
Do .....	461	21085	Flint and Pere Marquette R. R. ....	79	24015
Cincinnati and Greenville R. R. ....	179	14001	Do .....	376	24043
Do .....	353	14008	Do .....	463	24044
Do .....	416	14009	Do .....	153	24045
Do .....	387	14016	Do .....	488	24047
Cincinnati and Portsmouth R. R. ....	239	21060	Do .....	117	24048
Cincinnati and Southeastern R. R. ....	455	20019	Do .....	303	24049
Cincinnati, Columbus and Hocking Valley Railway .....	499	21057	Florida Central and Western R. R. ....	221	16002
Cincinnati, Green River and Nashville R. R. ....	489	20028	Do .....	104	16006
Cincinnati, Hamilton and Dayton R. R. ....	75	21026	Do .....	553	16013
Cincinnati, Hamilton and Indianapolis R. R. ....	188	21024	Florida Southern Railway .....	344	16012
Cincinnati, Indianapolis, Saint Louis and Chicago R. R. ....	172	21071	Do .....	377	16014
Do .....	29	22003	Do .....	519	16017
Do .....	24	22005	Florida Transit R. R. ....	254	16001
Do .....	438	22015	Do .....	170	16011
Do .....	266	22045	Fort Wayne, Cincinnati and Louisville R. R. ....	253	22020
Cincinnati, LaFayette and Chicago R. R. ....	26	22029	Do .....	352	22042
Cincinnati, New Orleans and Texas Pa- cific Railway .....	74	20020	Fremont, Elkhorn and Missouri Valley R. R. ....	210	34010
Cincinnati Northwestern Railway .....	477	21059	Gainesville, Jefferson and Southern R. R. ....	427	15034
Cincinnati, Richmond and Chicago R. R. ....	129	21025	Do .....	447	15034
Cincinnati, Selma and Mobile R. R. ....	298	17006	Do .....	467	15034
Cincinnati, Van Wert and Michigan R. R. ....	436	21075	Do .....	520	15045
Cincinnati, Wabash and Michigan Rail- way .....	233	22022	Do .....	518	15045
Cincinnati, Washington and Baltimore R. R. ....	28	21028	Geneva, Ithaca and Sayre R. R. ....	452	6128
Do .....	249	21017	Georgetown and Lanes R. R. ....	423	14020
Do .....	160	21018	Georgia R. R. ....	66	15004
Do .....	171	21049	Do .....	400	15006
Cincinnati, Wheeling and New York R. R. ....	472	21048	Do .....	278	15007
Cleveland and Marietta R. R. ....	275	21040	Do .....	180	15021
Dayton and Michigan R. R. ....	77	21023	Georgia Pacific Railway .....	241	15042
Dayton and Union R. R. ....	297	21022	Do .....	497	18011
Denver and Rio Grande Railway .....	116	38012	Do .....	551	18018
Do .....	538	41009	Grafton and Greenbrier R. R. ....	431	12012
Denver, South Park and Pacific R. R. ....	258	38014	Grand Rapids and Indiana R. R. ....	222	22021
Detroit, Bay City and Alpena R. R. ....	335	24057	Do .....	140	24018
Detroit, Grand Haven and Milwaukee Railway .....	73	24027	Do .....	494	24059
Detroit, Lansing and Northern R. R. ....	197	24016	Grand Trunk Railway .....	451	6126
Do .....	85	24017	Greeley, Salt Lake and Pacific Railway ..	485	38029
Do .....	261	24041	Gulf, Colorado and Santa Fé Railway ..	163	31027
Detroit, Mackinac and Marquette R. R. ....	413	24051	Harrisburg and Potomac R. R. ....	548	8126
Des Moines, Osceola and Southern R. R. ....	371	27084	Hartwell R. R., Construction and Oper- ating Company .....	542	15029
East Alabama Railway .....	470	17014	Houston, East and West Texas Rail- way .....	340	31023
Do .....	402	17020	Illinois Central R. R. ....	50	18001
East and West R. R. of Alabama .....	389	15020	Do .....	379	18009
Do .....	458	17028	Do .....	421	18017
Eastern Kentucky R. R. ....	439	20013	Do .....	394	23062
East Tennessee and Western North Carolina R. R. ....	487	19018	Indiana, Bloomington and Western Railway .....	5	21012
East Tennessee, Virginia and Georgia R. R. ....	127	15013	Do .....	496	21021
Do .....	399	15038	Do .....	143	21033
Do .....	248	17009	Do .....	88	22018
Do .....	219	17010	Do .....	232	23055
Do .....	56	19002	Indiana, Illinois and Iowa R. R. ....	336	23082
Do .....	332	19008	Indianapolis and St. Louis Railway ..	114	22025
Do .....	331	19009	Do .....	134	22043
Elberton Air-Line R. R. ....	387	15026	Jacksonville, Saint Augustine and Halifax River Railway .....	227	16016
Eufaula and Clayton R. R. ....	466	17021	Jacksonville Southeastern Railway .....	301	23046
Eureka Springs Railway .....	251	29013	Jamesville and Washington R. R. ....	384	13013
Evansville and Terre Haute R. R. ....	87	22012	Junction City and Fort Kearney R. R. ....	205	33015
Do .....	407	22039	Kansas and Gulf Short Line R. R. ....	481	31044
Fairland, Franklin and Martinsville R. R. ....	403	22016	Kansas City and Southern Railway .....	443	28055
Fallbrook Coal Company .....	209	8139	Kansas City, Fort Scott and Gulf R. R. ....	184	28036
Do .....	216	8150	Kansas City, Springfield and Memphis R. R. ....	128	28017
			Kentucky Central R. R. ....	93	20002
			Do .....	204	20015
			Do .....	350	20030
			Do .....	196	20032
			Knoxville and Augusta R. R. ....	430	19014
			Lackawanna and Pittsburgh R. R. ....	435	6059

## Index to Table G—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Lake Erie and Western Railway .....	195	21020	Milwaukee and Northern and Wisconsin and Michigan R. R's .....	100	25016
Do .....	506	21082	Do .....	109	25016
Lake Shore and Michigan Southern Railway .....	1	6052	Milwaukee, Lake Shore and Western Railway .....	540	25045
Do .....	2	6052	Do .....	229	25050
Do .....	3	6052	Mississippi and Tennessee R. R. ....	189	18002
Do .....	5	6052	Missouri Pacific Railway .....	202	33040
Do .....	8	6052	Mobile and Girard R. R. ....	290	17008
Do .....	21	6052	Mobile and Ohio R. R. ....	218	18004
Do .....	4	21007	Do .....	368	18007
Do .....	12	21045	Do .....	272	18014
Do .....	159	21062	Do .....	359	18015
Do .....	57	24001	Monson R. R. ....	507	23
Do .....	142	24002	Montgomery and Eufaula R. R. ....	141	17003
Do .....	121	24003	Montgomery Southern Railway .....	514	17027
Do .....	90	24004	Do .....	526	17027
Do .....	201	24005	Mound City R. R. ....	486	23028
Do .....	279	24024	Nashville and Florence R. R. ....	411	19017
Do .....	200	24029	Nashville and Tuscaloosa R. R. ....	409	19016
Do .....	362	24036	Nashville, Chattanooga and Saint Louis Railway .....	284	19001
Laurens Railway .....	374	14012	Do .....	55	19004
Lawrenceville Branch R. R. ....	492	15032	Do .....	390	19005
Leavenworth, Topeka and Southwestern Railway .....	464	33038	Do .....	126	19007
Litchfield, Carrollton and Western R. R. ....	532	23060	Do .....	476	19012
Louisville and Nashville R. R. ....	92	19006	Do .....	348	19013
Do .....	130	20003	Do .....	425	19015
Do .....	22	20004	Do .....	357	19020
Do .....	27	20005	Natchez, Jackson and Columbus R. R. ....	183	18010
Do .....	386	20006	Nebraska and Colorado R. R. ....	457	34024
Do .....	187	20007	New Orleans and Northeastern R. R. ....	334	18016
Do .....	42	20008	Do .....	434	18016
Do .....	292	20011	New Orleans and Selma R. R. ....	550	17022
Do .....	320	20012	New York and New England R. R. ....	554	6125
Do .....	30	20017	New York, Chicago and Saint Louis Railway .....	176	21089
Do .....	530	20023	New York, Pennsylvania and Ohio R. R. ....	102	21005
Do .....	356	20024	Do .....	115	21034
Do .....	175	20025	Do .....	308	21037
Do .....	383	20026	New York, Pittsburgh and Chicago Railway .....	498	21093
Do .....	474	20031	New York, Susquehanna and Western R. R. ....	424	7058
Do .....	529	20031	Do .....	525	7059
Louisville and Wadley R. R. ....	429	15028	New York, Texas and Mexican Railway .....	244	31036
Louisville, Evansville and Saint Louis Railway .....	321	22023	Northeastern R. R. ....	58	14005
Do .....	276	22032	Northeastern R. R. of Georgia .....	310	15025
Do .....	351	22034	Do .....	417	15043
Do .....	237	22048	Northern Pacific R. R. ....	136	26001
Louisville, New Albany and Chicago Railway .....	146	22008	Do .....	187	26001
Do .....	149	22038	Do .....	547	26001
Louisville, New Albany and Corydon R. R. ....	460	22035	Ohio and Mississippi Railway .....	48	22010
McComb, Deshler and Toledo R. R. ....	521	21050	Do .....	177	22019
Marietta and North Georgia R. R. ....	373	15030	Ohio Central R. R. ....	307	21055
Marquette, Houghton and Ontonagon R. R. ....	242	24040	Do .....	256	21068
Do .....	513	24053	Ohio Southern R. R. ....	318	21058
Maryland Central R. R. ....	293	10024	Omaha and Republican Valley R. R. ....	282	34015
Memphis and Charleston R. R. ....	107	17005	Omaha and Southwestern R. R. ....	94	34004
Do .....	405	17025	Oregon and California .....	65	44001
Do .....	490	19019	Do .....	78	44001
Michigan Air-Line Railway .....	341	24033	Oregon Railway and Navigation Co. ....	528	43010
Michigan and Ohio R. R. ....	328	24019	Do .....	76	44005
Michigan Central R. R. ....	501	23022	Do .....	98	44005
Do .....	23	24006	Owensboro' and Nashville R. R. ....	271	20014
Do .....	323	24007	Oxford and Henderson R. R. ....	380	13014
Do .....	165	24008	Painesville and Youngstown R. R. ....	363	21046
Do .....	108	24009	Paulding and Cecil Railway .....	479	21088
Do .....	80	24010	Paw Paw and Toledo and South Haven R. R. ....	428	24063
Do .....	539	24011	Pennsylvania Company .....	16	21002
Do .....	478	24012	Do .....	91	21003
Do .....	70	24013	Do .....	62	21006
Do .....	286	24014	Do .....	245	21008
Do .....	60	24035	Do .....	264	21035
Michigan, Midland and Canada R. R. ....	228	24037	Do .....	223	21043
Midland North Carolina Railway .....	236	13021			
Milford, Franklin and Providence R. R. ....	500	3075			

## Index to Table G—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Pennsylvania Company.....	370	21044	Savannah, Griffin and North Alabama R. R.....	375	15022
Do.....	213	22001	Scioto Valley Railway.....	95	21051
Do.....	230	22006	Shenango and Alleghany Railroad.....	314	8152
Do.....	61	22007	Ship Island, Ripley and Kentucky R. R.....	372	18008
Do.....	358	22011	Silver City, Deming and Pacific R. R.....	274	89006
Pennsylvania R. R.....	544	8048	South and North Alabama R. R.....	203	17004
Do.....	536	8151	Do.....	426	17024
Pensacola and Atlantic R. R.....	167	16015	South Carolina Railway.....	133	14003
Pensacola and Perdido R. R.....	535	16005	Do.....	119	14017
Peorio, Decatur and Evansville Rail- way.....	537	22041	Do.....	259	14018
Philadelphia and Reading R. R.....	517	8153	Southern Kansas Railway.....	432	33039
Pittsburgh and Lake Erie R. R.....	63	8123	Southern Pacific R. R.....	545	46042
Pittsburgh and Western R. R.....	190	8086	South Florida R. R.....	250	16007
Pittsburgh, Cincinnati and Saint Louis Railway.....	148	8055	Southwestern R. R. (Ga.).....	214	15011
Do.....	150	12005	Do.....	122	15016
Do.....	164	21011	Do.....	475	15017
Do.....	19	21014	Do.....	226	15039
Do.....	365	21027	Do.....	448	15040
Do.....	166	21029	Do.....	471	15041
Do.....	280	21030	Southwestern R. R. (Ky.).....	309	20021
Do.....	6	21032	Stamford and New Canaan R. R.....	406	5002
Do.....	285	21083	Stony Clove and Catskill Mountain R. R.....	349	6118
Do.....	168	22014	Talbotton R. R.....	473	15033
Do.....	269	22017	Tennessee Central R. R.....	524	19021
Port Huron and Northwestern Railway	287	24025	Tennessee Coal and Railroad Company.....	441	19010
Do.....	173	24042	Terre Haute and Indianapolis R. R.....	9	22002
Do.....	324	24060	Do.....	304	22013
Do.....	174	24061	Do.....	10	22044
Portland and Ogdensburg R. R.....	139	10	Terre Haute and Southeastern R. R.....	326	22030
Port Royal and Augusta R. R.....	267	14010	Toledo and Indianapolis Railway.....	408	21091
Pratt Coal and Iron Company.....	522	17023	Toledo, Ann Harbor and Grand Trunk Railway.....	263	24020
Raleigh and Augusta Air-Line R. R.....	212	13010	Toledo, Cincinnati and Saint Louis R. R.....	295	21054
Raleigh and Gaston R. R.....	157	13001	Do.....	277	21061
Republican Valley R. R.....	209	34009	Do.....	355	21065
Do.....	213	34009	Do.....	243	21078
Richmond and Danville R. R.....	169	13004	Do.....	381	22033
Do.....	255	13012	Do.....	397	22046
Do.....	442	13018	Tram Road Transportation Co.....	444	17011
Do.....	43	15001	Traverse City R. R.....	215	24034
Rochester and Pittsburgh R. R.....	268	6127	Union Pacific Railway.....	67	41003
Do.....	280	6130	Utah and Northern Railway.....	86	36001
Rogersville and Jefferson R. R.....	392	19003	Valley Railway.....	238	21073
Rome R. R.....	343	15008	Vicksburgh and Meridian R. R.....	147	18003
Roswell R. R.....	504	15035	Wabash, Saint Louis and Pacific Rail- way.....	41	21019
Saginaw, Tuscola and Huron R. R.....	412	24054	Do.....	144	22004
Saginaw Valley and Saint Louis R. R.....	207	24030	Do.....	206	22027
Saint Clairville Railway.....	396	21056	Do.....	225	23029
Saint Joe and Des Loge Railway.....	445	28043	Do.....	235	23083
Saint John's and Lake Eustis Railway.....	354	16008	Do.....	231	28012
Saint Joseph Valley R. R.....	319	24050	Do.....	531	19022
Saint Louis and San Francisco Railway.....	366	28053	Walden's Ridge R. R.....	523	19023
Saint Louis, Fort Scott and Wichita R. R.....	300	33036	Warner Iron Company.....	52	15002
Saint Louis, Iron Mountain and Sout- ern Railway.....	433	28035	Western and Atlantic Railroad.....	120	13006
Saint Paul and Duluth R. R.....	511	26051	Do.....	246	13016
Saint Paul, Minneapolis and Manitoba Railway.....	69	26004	West Jersey R. R.....	491	7020
Do.....	99	26005	Do.....	516	7060
Do.....	97	26006	Weston and Buckhannon R. R.....	391	12011
Do.....	296	26039	West Virginia, Central and Pittsburgh Railway.....	541	12009
Do.....	329	26040	Wheeling and Lake Erie R. R.....	265	21080
Do.....	462	26047	Do.....	484	21087
Do.....	533	26049	White Water R. R.....	224	21031
Do.....	552	26050	Wilmington and Weldon R. R.....	46	13002
Do.....	208	35003	Do.....	339	13015
Do.....	118	35005	Do.....	459	13019
Sandersville and Tennille R. R.....	404	15027	Wilmington, Columbia and Augusta R. R.....	54	14002
Sanford and Indian River R. R.....	495	16010	Wisconsin Central R. R.....	125	25017
Savannah, Florida and Western Railway	53	15009	Do.....	283	25017
Do.....	71	15018	Wisconsin, Iowa and Nebraska Railway.....	395	27056
Do.....	330	15031	Wisconsin, Pittsville and Superior Rail- way.....	508	25056
Do.....	72	15036	York and Peach Bottom Railway.....	302	8092
Do.....	123	15044			

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in States and on certain new routes, the readjustment of the rates based upon returns of the weight of and the number of trips per week, in accordance with the acts of March 3, 1873, July 12, 1876,

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture, complete; r. p. o., railway miles.

Order.	State.	Number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
1	N. Y.	6052	Buffalo, Elyria	Lake Shore and Michigan Southern Rwy.	208.70	89,312	28	49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.; 17.8 by 9, 1 l.; 60 by 9, 1 l.	33.56	1,066 75
2	N. Y.	6052	Buffalo, Chicago	do	540				33.56	1,066 75
3	N. Y.	6052	Millbury, Toledo.	do	8	54,652	28	17.8 by 9, 1 l.; 40 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.	33.56	1,021 73
4	N. Y.	6052	Elkhart, Chicago.	do	101.30	67,301	28	36 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.	33.56	836 19
5	Ohio	21032	Columbus, Pittsburgh.	Pittsburgh, Cincinnati and St. Louis Rwy.	198.75	61,656	35	60 by 8.6, 5 l.; 40 by 8.6, 1 l.	33.5	776 34
6	Ill.	23007	Chicago, Burlington.	Chicago, Burlington and Quincy R. R.	206.48	54,621	30	60 by —, 2 l.; 52 by —, 1 l.; 51 by —, 1 l. additional to Galeaburgh, 168 m.; 40 by —, 1 l. additional to Aurora, 37 m.	30.12	701 10
7	N. Y.	6052	Elyria, Millbury.	Lake Shore and Michigan Southern Rwy.	100	50,492	28	17.8 by 9, 1 l.; 40 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 2 l. out, and 60 by 9, 4 l. in.	33.56	656 64
8	Ill.	23035	Chicago, Milwaukee.	Chicago, Milwaukee and St. Paul Rwy.	22.15	43,949	28	60.2 by 9.4, 2 l.; 49.8 by 9.3, 1 l.	30.54	596 53
9	Ohio	21015	Columbus, Indianapolis.	Chicago, Saint Louis and Pittsburgh R. R.	182.55	42,547	31	r. p. o., 60 by 8.6, 3 l.; 40 by 8.6, 1 l.	20.07	572 00
10	Ind.	22002	Indianapolis, Terre Haute.	Terre Haute and Indianapolis R. R.	74.39	40,874	35	r. p. o., 60 by 9, f. f. c., 3 l.; storage cars, 40 by 8.7, 1 l.; apt., 16 by 9.2, f. f., 1 l.	26	554 04
11	Ind.	22044	Terre Haute, East St. Louis.	do	166.69	38,301	35	r. p. o., 60 by 9, f. f. c., 3 l.; storage cars, 40 by 8.7, 1 l.; apt., 16 by 9.2, f. f., 1 l.	20	526 68
12	N. Y.	6052	Toledo, Elkhart.	Lake Shore and Michigan Southern Rwy.	142.7	37,830	28	36 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 2 l.	33.56	521 56
13	Wis.	25002	Milwaukee, La Crosse.	Chicago, Milwaukee and St. Paul Rwy.	197.95	35,167	32	60 by 9.4, f. f., 40 by 9.4, f. f., 40.3 by 9.3 (40 auth.), Milwaukee to Portage.	22.73	493 34
14	Ohio	21007	Elyria, Millbury.	Lake Shore and Michigan Southern Rwy.	74.90	34,928	28	17 by 8, 1 l.; 50 by 9, 1 l.; 49.5 by 9, 1 l.; 60 by 9, 2 l.	23.5	480 37
	Ohio	21045	Toledo, Elkhart.	do	134.48	32,412	28	49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 3 l.	13	480 37

and Territories in which the contract term expired June 30, 1884; and, also, in other States the mails, the speed with which they are conveyed, the accommodations for mails and agents, and June 17, 1878.

post-office; apt., apartment; b. c., baggage-car; l., line or lines; d. l., double line; s. l., single line; m.,

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile	Former amount of annual pay for				
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	
330 00	945 63	330 00	223, 648 12	69, 779 31	.....	.....	Mar. 9, '84
							Weighed 30 days from Mar. 9, 1884; 0.56 m. decrease. 25.6 m. r. p. o. cars, \$945.63. Part 1.
345 62	989 20	345 62	8, 173 84	2, 924 96	345, 961 92	144, 008 45	Mar. 9, '84 Mar. 9, '84
							See parts. 30 days from Mar. 19, 1884. Part 3.
353 50	712 93	352 50	84, 706 04	85, 708 25	.....	.....	Mar. 9, '84
							30 days from Mar. 19, 1884. Part 5; 9.28 m. increase.
275 06	637 83	275 00	150, 415 87	53, 281 25	123, 649 73	63, 311 50	July 1, '84
							.11 m. decrease. Weighed from Mar. 19, 1884.
265 04	389 93	.....	144, 763 12	.....	80, 326 91	.....	Mar. 11, '84
							Weighed from Apr. 16, 1884.
330 31	287 23	156 31	52, 671 53	17, 470 58	.....	.....	Mar. 9, '84
							Part 2. Weighed from Mar. 19, 1884.
.....	416 53	125 00	56, 547 16	.....	35, 310 37	8, 616 00	Mar. 13, '84
175 00	468 54	175 00	107, 850 40	32, 906 25	88, 586 85	33, 087 23	July 1, '84
							.52 m. decrease. Weighed from Mar. 19, 1884.
175 80	444 60	175 30	41, 215 06	13, 013 35	35, 045 87	13, 016 25	July 1, '84
							Weighed from Mar. 19, 1884.
175 00	444 60	175 90	87, 792 23	29, 179 75	74, 110 37	29, 179 75	July 1, '84
							Do.
163 50	460 65	162 50	74, 435 16	23, 183 75	.....	.....	Mar. 9, '84
							Part 4. Weighed from Mar. 19, 1884.
.....	352 24	190 00	97, 656 65	.....	60, 729 89	19, 795 00	Mar. 13, '84
							Weighed from Apr. 16, 1884.
145 31	725 04	210 31	36, 756 67	10, 683 71	54, 276 40	13, 743 90	Mar. 9, '84
							.04 m. increase. Weighed from Mar. 19, 1884.
190 66	401 00	190 06	63, 219 37	23, 561 30	53, 874 35	25, 526 50	Mar. 9, '84
							.13 m. increase. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Terminals.	Corporate title of company carrying the mail.	Miles. Lbs.		Feet and inches.	Cents per ton.	Pay per mile per annum for transportation.
16	Minn.	26913	Minneapolis, La Crosse	Chicago, Milwaukee and St. Paul Rwy.	142.73	28,800	30	60.2 by 9.4, 1 l.; 60.2 by 9.4, 2 l.	22.50 420 00
17	Iowa.	27005	Burlington, U. P. Transfer (n. n.).	Chicago, Burlington and Quincy R. R.	291.48	37,031	24	60 by 9.2, d. l.	18.62 410 00
18	Ohio	21002	Pittsburgh, Chicago.	Pennsylvania Company.	468.20	25,490	.....	50 by 8.4, 1 l.; 20 by 8.6 1 l.	30 389 88
19	Ohio	21028	Cincinnati, Parkersburgh.	Cincinnati, Washington and Baltimore R. R.	195.15	24,538	30	r. p. o., 50 by 9, f. f. c., d. l., apt., 13 by 7.4, a. l.	30 379 62
20	Ind.	22005	Indianapolis, La Fayette.	Cincinnati, Indianapolis, St. Louis and Chicago R. R.	64.90	21,442	30	r. p. o., 50 by 9.5, 1 l., 40.4 by 9.5, 1 l.	21.69 846 28
21	Ohio	21814	Columbus, Cincinnati.	Pittsburgh, Cincinnati and St. Louis Rwy.	120.05	20,281	30	r. p. o., 60 by 8.6, f. f. c., 2 l.; apt., 20 by 8.9, f. f., a. l.	28.18 334 31
22	Ind.	22009	La Fayette, Kankakee.	Cincinnati, La Fayette and Chicago R. R.	72.75	20,239	39	50 by 9.5, 1 l.; 40.4 by 9.5, 1 l.	14.8 883 45
22a	Ky.	20004	Cincinnati, Louisville.	Louisville and Nashville R. R.	110.50	19,548	26	45 by 9, f. f. c., d. l. on 108.70 m.; apt., 16 by 7.2, f. f., a. l.	25.21 325 76
23	Cal.	46001	San Francisco, Ogden City.	Central Pacific R. R.	834.03	18,754	21	55.12 by 9.5, 1 l.; 55.12 by 9.5, 1 l. (40 feet auth.). 1 l. additional to Port Costa; 55.12 by 9.5, 1 l. (40 ft. auth.). 1 l. between Sacramento and Roseville.	2.68 317 21
24	Ind.	22910	Cincinnati, East St. Louis.	Ohio and Mississippi Rwy.	338.20	18,554	30	50 by 9, f. f. c., d. l.	20.4 315 50
25	Ind.	22003	Indianapolis, Cincinnati.	Cincinnati, Indianapolis, St. Louis and Chicago R. R.	111.50	18,154	30	r. p. o., 50 by 9.5, 1 l.; 40.4 by 9.5, 2 l.	33.95 311 25
25a	Ky.	20005	Louisville, Nashville.	Louisville and Nashville R. R.	185	16,947	22	45 by 9, f. f. c., d. l.; apt., 17.7 by 9.6, f. f., a. l.	22.3 298 40
25b	Ky.	20017	Cincinnati Junction, Sax.	.....do.....	4.50	16,922	18	45 by 9, f. f. c., d. l.	17 298 69
26	Mich	24006	Detroit, Chicago.	Michigan Central R. R.	285.10	.....	.....	r. p. o., 1 l., 44 by 9, and 50 by 9, apt., 3 l.; 16.12 by 8.3, av. Detroit to Wayne Junction; 2 l., 14.22 by 8, Wayne Junction to Jackson; 1 l., 17.4 by 9, Niles to Chicago.	34.94 295 83
27	Ohio	21042	Cleveland, Cincinnati.	Cleveland, Cincinnati, Columbus and Indianapolis Rwy.	244.6	13,788	25	r. p. o., 40 by 9.2, f. f. c., t. l. for 80 m.; d. l. res.; apt., 22 by 8.11, f. f., a. l.	27.63 264 20
28	Ohio	21919	Toledo, Quincy.	Wabash, Saint Louis and Pacific R. Rwy.	472.99	11,242	26	r. p. o., 50 by 9, f. f. c., d. l. for 122.40 m.; a. l. res.; apt., 36 by 9.6, f. f., a. l.	14.14 227 69

States and Territories in which the contract term expired June 30, 1884, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
150 00	293 27	50 00	59,973 49	21,385 50	41,811 50	7,128 50	Mar. 9, '84	Weighed from Apr. 16, 1884.
79 13	203 83	79 13	121,264 99	40,807 20	60,252 18	17,780 00	Mar. 11, '84	Present pay, \$513 for 16.48 m.; former pay, \$254.79 for 16.48 m. Weighed from Apr. 16, 1884.
25 00	356 54	25 00	182,541 81	13,592 00	166,932 02	13,592 00	July 1, '84	r. p. o. cars on 187 m., at \$35; 40 ft. authorized. Weighed from Mar. 19, 1884.
80 00	249 75	80 00	74,082 84	15,612 00	48,387 44	15,612 00	July 1, '84	Weighed from Mar. 19, 1884.
65 00	267 62	65 00	22,473 57	4,218 50	17,368 53	4,218 50	July 1, '84	Do.
100 00	298 40	100 00	40,133 91	12,005 00	35,855 74	12,016 00	July 1, '84	.11 m. decrease. Weighed from Mar. 19, 1884.
65 00	253 08	65 00	24,258 48	4,728 75	18,411 57	4,728 75	July 1, '84	Weighed from Mar. 19, 1884.
60 00	280 44	60 00	35,996 48	6,540 00	30,848 00	6,522 00	July 1, '84	.50 m. increase. Weighed from Mar. 19, 1884.
50 00	360 81	50 00	264,562 65	42,961 75	300,926 36	42,961 75	Apr. 1, '84	50.41 m., r. p. o. cars, \$75. Weighed from Apr. 16, 1884.
70 00	177 84	70 00	106,702 10	23,674 00	60,216 62	23,792 00	July 1, '84	.40 m. decrease. Weighed from Mar. 19, 1884.
90 00	240 26	90 00	34,701 03	10,035 00	26,788 99	10,035 00	July 1, '84	Weighed from Mar. 19, 1884.
60 00	251 37	60 00	55,204 00	11,100 00	46,561 26	11,113 80	July 1, '84	.77 m. increase. Weighed from Mar. 19, 1884.
60 00	238 55	60 00	1,335 10	270 00	954.20	240 00	July 1, '84	.50 m. increase. Weighed from Mar. 19, 1884.
65 00	269 83	65 00	84,341 13	18,531 50	76,785 98	18,531 50	July 1, '84	Weighed from Mar. 19, 1884.
50 00	224 01	50 00	64,623 32	14,230 00	54,734 60	14,217 00	July 1, '84	.26 m. increase. 80 m. r. p. o. \$75. Weighed from Mar. 19, 1884.
80 00	191 52	80 00	112,662 68	23,855 60	90,883 90	23,877 60	July 1, '84	.55 m. decrease. r. p. o., 352.14 m., \$40. Weighed from Mar. 19, 1884.



H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
29	Ill ....	23015	Chicago, Davenport.	Chicago, Rock Island and Pacific Rwy.	182.92	9,600	25	49.4 by 9.4, 50 by 9.4, 1 l. each r. p. o.	22.28	219 74
30	Ga ....	15001	Atlanta, Air-Line Junction (n. o.).	Richmond and Danville R. R.	268.03	9,595	30	49.4 by 9.3, f. f. c., d. l.	14	219 74
31	Ill ....	23003	Chicago, Union Pacific Transfer (n. o.).	Chicago and Northwestern Rwy.	490.14	8,642	23	r. p. o., 50 by 9.5, d. l.	17.53	209 48
32	Ill ....	23001	Chicago, Milwaukee.	Chicago and Northwestern Rwy.	85.37	8,625	30	r. p. o., 50 by 9.5, d. l.; (35 ft. anth.).	32	209 48
33	Ohio ..	21006	Cleveland, Wellsville.	Pennsylvania Company.	101.29	8,374	30	21.5 by 9.4, f. f., a. l.	19.9	206 91
34	S. C ...	14005	Charleston, Florence.	Northeastern R. R.	102	8,326	31	r. p. o., 49.10 by 9.10, f. f., c. d. l.; apt., 42.9 by 9, f. f.	14	206 06
35	Ga ....	15002	Atlanta, Chattanooga.	Western and Atlantic R. R.	138.47	8,067	24	r. p. o., 41.10 by 8.8, 2 l.; 49.3 by 9.6, 1 l.	21	203 49
35a	Ky ....	20008	Bowling Green, Memphis.	Louisville and Nashville R. R.	262.67	7,693	23	45 by 9, f. f. c., a. l.	14	199 22
36	Ga ....	15009	Savannah, Jacksonville.	Savannah, Florida and Western Rwy.	171.50	7,442	31	50 by 9, f. f. c., d. l.	14	196 65
37	S. C ...	14004	Charleston, Savannah.	Charleston and Savannah Rwy.	115	7,191	30	49.10 by 9, f. f. c., 1 l.; 39.10 by 9.3, f. f. c., 1 l.	14	194 09
38	Ill ....	23054	Chicago, Lanark Junction.	Chicago, Milwaukee and St. Paul Rwy.	116.50	6,964	27	39.4 by 9.4, 2 l.; 23.7 by 9.3, 1 l.	18	191 52
39	Ohio ..	21010	Chicago, Newark.	Baltimore and Ohio R. R.	88.79	6,889	.....	r. p. o., 50 by 8, f. f. c., a. l.; apt., 20 by 9, f. f., a. l.	17.55	190 67
40	S. C ...	14002	Columbia, Wilmington.	Wilmington, Columbia and Augusta R. R.	193	6,781	35	r. p. o., 50.3 by 8.10, f. f. c., d. l.	14	189 81
41	Oreg ..	44005	Portland, Walula.	Oregon Railway and Navigation Company.	214.80	6,596	18	19.2 by 9, f. f., a. l.	7	187 25
41a	Tenn..	19002	Bristol, Chattanooga.	East Tenn., Virginia and Ga. R. R.	242.17	6,520	30	40 by 8.9, d. l. (av.).	15.18	187.25
42	Wis...	25009	Chicago, Fort Howard.	Chicago and Northwestern Rwy.	242.70	6,373	24	50 by 9.5, 2 l. to Howard, 1 l. rva.; r. p. o.; 36 by 9.5, 1 l. to Howard; (36 not anth.).	17.43	185 54
43	Wis...	25014	Winona, Winona Junction (n. o.).	Chicago and Northwestern Rwy.	29.82	6,071	25	50 by 9.5, f. f., 1 l.; 36 by 9.5, apt., 1 l.	13	182 12
44	Minn ..	26040	Minneapolis, St. Cloud.	St. Paul, Minneapolis and Manitoba Rwy.	64.81	5,940	25	40 by 8.9, f. f., a. l.; not anth.	13	180 40
45	Ohio ..	21016	Gallion, Indianapolis.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	204.07	5,882	30	r. p. o., 40 by 9.4, f. f., a. l.	21.31	180 41
46	Ohio ..	21026	Cincinnati, Dayton.	Cincinnati, Hamilton and Dayton R. R.	59.38	5,577	28	r. p. o., 20 by 8.7, f. f., d. l.	37.28	176 99
47	Mich..	24035	Toledo, Detroit.	Michigan Central R. R.	59.50	543	27.36	12 by 8.8, a. l. ...	26	175 28
48	Ga ....	15012	Macon, Atlanta	Central R. R. and Banking Co.	108.83	5,013	25	20 by 8.10, f. f., a. l.	14	171 00
49	Ohio ..	21003	Pittsburgh, Bellaire.	Pennsylvania Co.	94.8	4,966	30	14.10 by 8.7, 1 l.; 19.10 by 8.7, 2 l., 148 m.	21.05	170 15
50	Ohio ..	21047	Chicago, Ohio, Chicago, Ill.	Baltimore and Ohio R. R.	271	493	30	r. p. o., 50 by 8.8, f. f., a. l.	20	169 29



States and Territories in which the contract term expired June 30, 1884, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.		Former amount of annual pay for		Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	
65 00	377 06	65 00	40,194 84	11,889 90	68,971 81	11,889 90	Apr. 1, '84
							Weighed from Apr. 16, 1884.
80 00	183 82	80 00	58,898 91	21,442 40	49,510 93	21,546 40	July 1, '84
							1.80 m. decrease. Weighed from Mar. 19, 1884.
65 00	312 93	65 00	91,301 46	27,751 80	188,348 84	27,761 80	Apr. 1, '84
							273.82 m., at \$167.58 for trans.; formerly at \$250 53; \$50 for r. p. o. Weighed from Apr. 16, 1884.
44 00	214 61	44 00	17,883 80	3,756 28	18,821 25	3,756 28	Apr. 1, '84
							Weighed from Apr. 16, 1884.
25 00	150 48	25 00	28,867 91	2,532 24	15,838 91	2,547 50	July 1, '84
							.61 m. decrease. Weighed from Mar. 19, 1884.
65 00	160 74	50 00	21,818 12	4,430 00	16,388 48	5,100 00	July 1, '84
							Weighed from Mar. 19, 1884.
90 00	168 29	90 00	28,177 26	12,462 80	23,441 58	12,462 80	July 1, '84
							Do.
80 00	186 39	80 00	52,828 11	7,680 00	49,067 84	7,896 00	July 1, '84
							.53 m. decrease. Weighed from Mar. 19, 1884.
65 00	168 44	65 00	33,725 47	11,147 50	29,068 01	1,122 75	July 1, '84
							1.25 m. decrease. Weighed from Mar. 19, 1884.
65 00	147 06	65 00	22,320 35	7,475 00	16,911 90	7,475 00	July 1, '84
							Weighed from Mar. 19, 1884.
.....	188 23	.....	22,312 06	.....	22,511 29	.....	Apr. 1, '84
							Weighed from Apr. 16, 1884.
40 00	291 78	40 00	16,929 58	3,551 60	17,934 20	3,555 20	July 1, '84
							.09 m. decrease. Part. Weighed from Mar. 19, 1884.
80 00	185 87	80 00	26,633 83	8,800 00	23,922 90	8,800 00	July 1, '84
							83 m., at \$68.40 per m. for trans. r. p. o. on 110 m. only. Weighed from Mar. 19, 1884.
.....	120 82	.....	40,221 80	.....	28,100 14	.....	Apr. 1, '84
							Weighed from Apr. 16, 1884.
50 00	168 31	50 00	45,246 83	12,108 50	39,537 35	.....	July 1, '84
							Weighed from Mar. 19, 1884.
40 00	146 38	40 00	43,581 39	12,216 00	41,968 87	12,216 00	Apr. 1, '84
							66 m., at \$148.43; 62.7 m. r. p. o., at \$80; 66 m., formerly at \$182.87. Weighed from Apr. 16, 1884.
40 00	183 82	40 00	5,436 61	192 86	5,481 81	192 86	Apr. 1, '84
							Weighed from Apr. 16, 1884.
.....	42 75	.....	11,492 87	.....	2,198 68	.....	.....
							13.88 m. ext. Clear Water to St. Cloud. Weighed from Apr. 16, 1884.
25 00	174 42	25 00	36,816 26	5,191 75	35,674 70	5,099 00	July 1, '84
							.11 m. increase. Weighed from Apr. 16, 1884.
12 50	131 53	12 50	10,508 68	742 25	7,945 72	755 12	July 1, '84
							1.08 m. decrease. Weighed from Mar. 19, 1884.
.....	155 69	.....	10,429 16	.....	9,835 27	.....	July 1, '84
							Weighed from Mar. 19, 1884.
.....	126 80	.....	17,754 93	.....	14,199 84	.....	July 1, '84
							.03 m. increase. Weighed from Mar. 19, 1884.
25 00	112 88	25 00	16,189 22	1,205 00	10,685 58	1,205 00	July 1, '84
							.12 m. increase. r. p. o. on 48.20 m. only. Weighed from Mar. 19, 1884.
40 00	179 55	40 00	45,877 58	10,848 00	48,663 43	10,841 20	July 1, '84
							.03 m. decrease. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
51	Iowa...	27073	Pacific Junction, Platts-mouth.	Chicago, Burlington and Quincy R. R.	6.89	4,765 20		No apt .....	35	167 58
51a	Ky....	20020	Cincinnati, Chattanooga.	Cinn., New Orleans and Texas Pacific Rwy.	338.20	4,762 28		24.1 by 9, f. f., a. l.	16.84	167 58
51b	Tenn..	19004	Nashville, Chattanooga.	Nashville, Chattanooga and St. Louis Rwy.	151	4,704 30		20 by 9.2, f. f., a. l.	20	166 73
52	Mich..	24001	Toledo, Detroit.	Lake Shore and Michigan Southern Rwy.	64.90	4,634 22.26		r. p. o., 36 by 9.4, f. f., a. l.; apt., 20 by 8.10½, f. f., a. l.	23	165 02
53	Miss..	18001	New Orleans, Cairo.	Illinois Central R. R.	550.80	4,317 24		r. p. o., 45 by —, f. f. c., a. l.	14	160 74
54	Ohio..	21023	Dayton, Toledo	Dayton and Michigan R. R.	142.61	4,141 28		r. p. o., 20 by 8.7, f. f. c., a. l.	19.55	158 18
55	Ohio..	21015	Cleveland, Sharpville.	New York, Pennsylvania and Ohio R. R.	84.37	3,814 30		18 by 8.11, f. f., a. l.	24.07	153 90
56	Nebr..	34002	Plattsmouth, Kearney.	Burlington and Missouri River R. R. (in Nebr.).	191.11	3,984 21		39.2 by 9, 1 l. bet Oreopolis Junction and Hastings, 147.50 m.	14.47	153 61
56a	Pa....	8123	Pittsburgh, Youngstown.	Pittsburgh and Lake Erie R. R.	70.93	3,475 23		apt., 18 8 by 9.2, a. l.	26	148 77
56b	Tenn..	19006	Nashville, Decatur.	Louisville and Nashville R. R.	120.10	3,350 26		18 by 9, f. f., a. l.	14	147 06
57	Ind...	22019	Louisville, North Vernon	Ohio and Mississippi Rwy.	54.86	3,270 26½		17.6 by 9, f. f., a. l.	27	146 21
58	Mich..	24027	Detroit, Grand Haven.	Detroit, Grand Haven and Milwaukee Rwy.	189.06	3,038 24.19		22.4 by 8.5 (av.), d. l. 151.50 m.; a. l. res.	22.69	142 79
59	Dak...	35005	Fargo, Neche..	St. Paul, Minneapolis and Manitoba Rwy.	158.29	2,996 23		22.10 by 8.9, f. f., a. l.	6	141 93
60	Ind...	22007	New Albany, Indianapolis.	Pennsylvania Company.	114.04	2,748 .....		14.8 by 8.5, f. f., a. l.	26.03	138 51
61	Ind...	22018	Indianapolis, Peoria.	Indiana, Bloomington and Western Rwy.	213.02	2,742 25		19.4 by 8.6, f. f., a. l.	15.09	128 51
62	Ga....	15004	Augusta, Atlanta.	Georgia R. R.	171.5	2,727 24½		21.2 by 8.8, f. f. c., d. l.	21	128 51
63	Cal...	46003	Roseville, Redding.	Central Pacific R. R.	151.74	2,723 23		r. p. o., 55.1½ by 9.5½, 1 l.; (40 ft. auth.).	8.81	138 51
64	Minn..	26005	Breckenridge, Fargo.	St. Paul, Minneapolis and Manitoba Rwy.	53.27	2,698 23		22 by 8.9, f. f., a. l.	6	137 66
65	Mich..	24015	Monroe, Ludington.	Flint and Pere Marquette R. R.	254.41	2,653 30		20 by 8.10½, d. l., 210.57 m.; a. l. residue.	16.87	136 80
66	Neb...	34004	Omaha, Oreopolis Junction (n. o.).	Omaha and Southwestern R. R.	16.60	2,617 20		39.2 by 9, 1 l. ....	35	136 80
67	Iowa..	27014	Davenport, U. Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy.	317.95	4,827 23½		49.7 by 9.4 (av.), f. f., d. l.	16.86	134 75
67a	Ky....	20002	Covington, Lexington.	Kentucky Central R. R.	98.86	2,460 .....		12.6 by 9, f. f., d. l., 78.83 m.; a. l., res.	18	134 24
68	Ind...	22042	Evansville, Terre Haute.	Evansville and Terre Haute R. R.	110.81	2,400 27		17.4 by 8.8, f. f., a. l.	17.03	134 24
69	Mich..	24028	Detroit, Fort Gratiot.	Chicago, Detroit and Canada, Grand Trunk Junction R. R.	58.65	2,387 22.71		23 by 6 .....	19.93	133 38
70	Iowa..	27033	Albia, Des Moines.	Chicago, Burlington and Quincy R. R.	68.88	2,360 24		17 by 9, a. l. ....	13	133 38

States and Territories in which the contract term expired June 30, 1884, &amp;c.—Continued.

Pay per mile per an- num for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transpor- tation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of ad- justment or readjust- ment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
.....	107 30	.....	1,044 00	.....	354 38	.....	Apr. 1, '84	\$134.06 on 3.59 m., ext., East Plattsmouth to Plattsmouth. Weighed from Apr. 16, 1884.
.....	134 24	.....	56,675 55	.....	45,306 00	.....	July 1, '84	.70 m. increase. Weighed from Mar. 19, 1884.
12 50	165 87	12 50	25,176 23	1,887 50	25,046 37	1,887 50	July 1, '84	Weighed from Mar. 19, 1884.
.....	161 60	.....	10,709 79	.....	10,597 72	.....	July 1, '84	Weighed from Mar. 19, 1884.
25 00	171 86	25 00	88,535 59	13,770 00	92,902 81	13,771 25	July 1, '84	.33 m. increase. 206.20 m. formerly at \$161.31. Weighed from Mar. 19, 1884.
12 50	130 82	12 50	22,558 04	1,782 62	18,700 71	1,786 87	July 1, '84	.34 m. decrease. Weighed from Mar. 19, 1884.
.....	106 88	.....	12,084 54	.....	9,031 36	.....	July 1, '84	.13 m. decrease. Weighed from Mar. 19, 1884.
25 00	128 25	25 00	29,738 62	3,687 50	24,509 85	3,687 50	July 1, '84	r. p. o. on 147.50 m. Weighed from Apr. 16, 1884.
.....	149 63	.....	10,552 25	.....	10,179 32	.....	Mar. 19, '84	Weighed from Mar. 19, 1884.
.....	112 86	.....	17,661 90	.....	13,806 16	.....	July 1, '84	2.23 m. decrease. Weighed from Mar. 19, 1884.
.....	68 40	.....	8,021 08	.....	3,675 13	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	135 09	.....	26,995 87	.....	25,540 11	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	88 07	.....	22,466 09	.....	13,910 60	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
.....	155 61	.....	15,795 68	.....	17,859 35	.....	July 1, '84	.73 m. decrease. Weighed from Mar. 19, 1884.
.....	113 72	.....	29,505 40	.....	24,224 63	.....	July 1, '84	Weighed from Mar. 19, 1884.
25 00	143 64	25 00	23,766 93	4,289 75	24,790 82	4,314 73	July 1, '84	1 m. decrease. Weighed from Mar. 19, 1884.
25 00	170 15	25 00	21,017 50	3,793 50	25,816 56	3,793 50	July 1, '84	Weighed from Apr. 16, 1884.
.....	107 73	.....	7,333 14	.....	5,738 77	.....	Apr. 1, '84	Weighed from Apr. 28, 1884.
.....	129.96	.....	30,123 08	.....	28,615 55	.....	July 1, '84	Flint to Ludington L. G.; pres- ent pay \$109.44; former pay \$103.96. Weighed from Mar. 9, 1884.
25 00	111 15	25 00	2,270 88	415 00	1,845 09	415 00	Apr. 1, '84	Weighed from Apr. 16, 1884.
65 00	259 24	65 00	42,843 76	16,706 75	82,425 35	16,706 75	Apr. 1, '84	L. G. \$50 for 264 m. for r. p. o. Weighed from Apr. 16, 1884.
.....	112 86	.....	13,270 96	.....	11,283 74	.....	July 1, '84	1.12 m. decrease. Weighed from Mar. 19, 1884.
.....	118 85	.....	14,808 01	.....	13,126 98	.....	July 1, '84	.14 m. decrease. Weighed from Mar. 19, 1884.
.....	158 18	.....	7,822 73	.....	9,277 25	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	85 50	.....	9,187 21	.....	5,889 24	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

				trips per week.	Pay per mile per annum for transportation.
					Dollars.
					132 53
				.22	131 67
					131 67
				.40	131 67
					130 82
				.75	130 82
				.83	130 82
					130 62
					129 96
				.28	129 11
					129 11
				.9	128 06
					126 69
				.36	126 69
					123 89
				.91	120 56
				.64	120 56
				.18	121 75
				.17	121 67
				---	117 69
					117 14
				.41	112 86
					111 15
		Palatka.	Tampa and Key West Rwy.	no clerk.	

*States and Territories in which the contract term expired June 30, 1884, &c.—Continued.*

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
25 00	63 27	25 00	55,116 57	10,897 00	10,903 32	10,397 00	Apr. 1, '84	243.55 m. ext. from Jan. 1, 1883. Weighed from Apr. 16, 1884.
.....	129 11	.....	32,827 61	.....	31,699 08	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
.....	75 24	.....	31,776 92	.....	18,168 10	.....	July 1, '84	.09 m. decrease. 270.50 m. at \$60.20 L.G. formerly; now at \$105.33. Weighed from Mar. 19, 1884.
40 00	128 25	40 00	9,532 90	592 00	9,285 30	592 00	Apr. 1, '84	r. p. o. auth. 14.80 m., Caledonia to Harvard. Weighed from Apr. 16, 1884.
.....	138 51	.....	54,587 26	.....	57,796 06	.....	Apr. 1, '84	r. p. o., 1 l. to Silver Bow (not auth.). Weighed from Apr. 16, 1884.
.....	100 04	.....	36,635 36	.....	28,196 87	.....	July 1, '84	38 m. lap at \$1,000 per annum. .54 m. increase. Weighed from Mar. 19, 1884.
.....	144 50	.....	34,461 91	.....	28,738 16	.....	Aug. 16, '83	28 16 m. from Apr. 10, 1883; 36 39 m. from July 2, 1883. Weighed from July 2, 1883.
.....	109 44	.....	28,100 13	.....	13,931 71	.....	Apr. 16, '83	45.80 m. from Oct. 16, 1882; 41.70 m. from Nov. 24, 1882. Weighed from Apr. 16, 1883.
.....	75 24	.....	24,767 77	.....	14,554 42	.....	July 1, '84	2.86 m. increase. Weighed from Mar. 19, 1884.
.....	126 54	.....	20,750 55	.....	20,337 50	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	113 72	.....	3,293 59	.....	2,922 60	.....	July 1, '84	.19 m. decrease. Weighed from Mar. 19, 1884.
.....	93 20	.....	49,916 18	.....	36,283 69	.....	July 1, '84	.10 m. decrease. Weighed from Mar. 19, 1884.
.....	129 96	.....	11,905 35	.....	12,309 81	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	136 80	.....	36,477 75	.....	14,744 30	.....	July 1, '84	Formerly route 24013 and part 24009. Weighed from Mar. 19, 1884.
.....	111 15	.....	16,365 86	.....	14,671 80	.....	July 1, '84	Weighed from Mar. 19, 1884.
13 75	80 03	13 75	36,434 38	3,310 72	30,248 82	3,310 72	July 1, '84	\$96.45 on 338.48 m., trans.; \$100 formerly on above. Weighed from Mar. 19, 1884.
.....	110 30	.....	18,631 34	.....	20,114 35	.....	July 1, '84	Old routes 24021 and 24052, parts. Former pay \$96.62 on 128.34 m. Weighed from Mar. 19, 1884.
.....	136 80	.....	38,557 00	.....	43,423 19	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
.....	110 13	.....	26,257 66	.....	23,884 99	.....	Apr. 1, '84	Do.
.....	113 72	.....	11,364 79	.....	10,953 51	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	106 02	.....	41,137 22	.....	37,232 10	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
.....	130 82	.....	37,758 43	.....	34,461 91	.....	Mar. 15, '84	\$4,205.16 from Mar. 15, 1884, 33.87 m.; \$3,822.56 from Jan. 10, 1884, 37.26 m.; \$29,730.70 from Sept. 3, 1883. Weighed from March 15, 1884. Not weighed on extension 8.13 m.
.....	.....	.....	6,247 74	.....	.....	.....	Mar. 17, '84	New. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails while distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
93	Wis...	25017	Milwaukee, Ashland.	Wisconsin Central R. R.	349.66	1,607 20		21 by 9.3, s. l. . .	13.05	111 15
94	Ohio ..	22025	Hamilton, Richmond.	Cincinnati, Richmond and Chicago R. R.	45.06	1,605 28		12.6 by 9.3, f. f., s. l.	19	111 15
95	W. Va.	12001	Harper's Ferry, Harrisonburgh.	Baltimore and Ohio R. R.	103.13	1,581 24		21.3 by 8.9, f. f., s. l.	16.27	110 80
96	Ala ...	14004	Montgomery, Decatur.	South and North Alabama R. R.	183.28	2,689 26		14.6 by 9.6, f. f., s. l.	14	110 18
97	Ind ...	22014	State line (n.o.), Logansport.	Pittsburgh, Cincinnati and St. Louis Rwy.	61.19	1,551 30		25 by 8.9, f. f., s. l.	12	108 50
98	Mich...	24031	Fort Howard, Ishpeming.	Chicago and Northwestern Rwy.	179.45	2,529 23		apt., 36 by 9.6, s. l.	8.69	108 08
99	Wis...	25030	El Roy, Saint Paul.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	197.02	2,511 22		24 by 9.....	19.55	108 08
100	Miss ..	18003	Vicksburgh, Meridian.	Vicksburgh and Meridian R. R.	140.69	1,531 18		54.5 by 9.2, f. f., s. l.	7	167 78
101	Wis...	25016	Milwaukee, Dickinson.	Milwaukee and Northern and Wisconsin and Michigan R. R.	155.40	1,521 22½		apt. 21 by 9 f. f., s. l., to Green Bay; none res.	10.87	107 78
102	Ala ...	17010	Selma, Cleveland.	East Tennessee, Virginia and Georgia R. R.	264.92	1,493 24		10 by 7.10, f. f., s. l.	12	106 02
103	Ind ...	22025	Indianapolis, Terre Haute.	Indianapolis and St. Louis Rwy.	73.29	1,477 27		r. p. o., 40 by 9½, s. l.	19.78	105 17
103a	Tenn..	19007	Nashville, Hickman.	Nashville, Chattanooga and St. Louis Rwy.	170.11	1,469 25		13 by 8.6, f. f., s. l.	17.01	105 17
104	S. C ...	14003	Columbia, Charleston.	South Carolina Rwy.	131.50	1,462 33		18.9 by 8.6, f. f., s. l.	15.20	105 17
105	Mich...	24009	Jackson, Bay City.	Michigan Central R. R.	114.81	1,423 21.81		16.11 by 9 (av.), d. l.	12.78	103 46
106	Minn ..	26001	Brainerd, Livingston.	Northern Pacific R. R.	895.29	2,118 20		24.6 by 9, f. f., s. l.	9.15	103 29
107	Miss ..	18010	Natchez, Jackson.	Natchez, Jackson and Columbus R. R.	99.45	1,367 16		25.6 by 8, f. f., s. l.	7	100 80
108	Ind ...	22024	Terre Haute, Danville.	Chicago and Eastern Illinois R. R.	56.48	1,597 27		17.6 by 7.2, f. f., s. l.	19	100 30
109	W. Va.	12001	Harrisonburgh, Lexington.	Baltimore and Ohio R. R.	62.41	1,337 24		21.3 by 8.9, f. f., s. l.	....	99 18
109a	Ky ..	20007	Lebanon Junction, Jellico.	Louisville and Nashville R. R.	170.97	1,302 21		18.5 by 9.1, f. f., s. l.	14	98 33
110	Mich...	24048	East Saginaw, Bay City.	Flint and Pere Marquette R. R.	13.21	1,300 25.22		20 by 8.10½, f. f., s. l.	25	98 33
110a	Ky....	20016	Lexington, Huntington.	Chesapeake and Ohio Rwy.	140.20	1,300 .....		12.6 by 9, f. f., s. l.	13	98 33
111	Col ..	38012	Salida, Ogden City.	Denver and Rio Grande Rwy.	555.04	1,281 17		19.8 by 7.5, f. f., s. l.	7.26	97 47
112	Ohio ..	21033	Columbus, Indianapolis.	Indiana, Bloomington and Western Rwy.	185.66	1,258 .....		12.9 by 7.9, f. f., s. l.	19.50	95 76
113	Ohio ..	21011	Xenia, Dayton	Pittsburgh, Cincinnati and St. Louis Rwy.	16.77	1,253 25		19.10 by 8.4, f. f., s. l.	19	95 76
113a	Ky....	20003	La Grange, Lexington.	Louisville and Nashville R. R.	67.44	1,243 26		11.6 by 7.6, f. f., s. l.	19	95 76

States and Territories in which the contract term expired June 30, 1884, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
85 50			31,511 22		18,036 73		Apr. 1, '84	lap \$17.10; former trans. \$85.50 for 61.30 m., \$68.40 res.; \$88.92 for present pay 189.06 m.
82 94			5,008 41		3,818 55		July 1, '84	.99 m. decrease. Weighed from Mar. 19, 1884.
66 69			11,426 80		8,366 36		Mar. 19, '84	Part. Weighed from Mar. 19, 1884.
64 30			20,184 62		11,786 83		July 1, '84	.03 m. decrease. L. G. Weighed from Mar. 19, 1884.
70 11			6,644 62		4,290 03		July 1, '84	Weighed from Mar. 19, 1884.
103 29			19,394 95		18,535 39		July 1, '84	Land grant. Weighed from Apr. 16, 1884.
81 40			21,293 92		16,149 76		July 1, '84	1.38 m. decrease. Weighed from Apr. 4, 1884.
76 10			13,105 70		9,245 99		July 1, '84	95.21 m., formerly at \$60.88 L. G.; \$86.19, for 95.21 m. L. G. Weighed from Mar. 19, 1884.
99 18			15,123 13		11,359 08		July 1, '84	.34 m., increase. 25.77 m. from Aug. 15, 1882, Green Bay to Stiles. Extensions Stiles to Lena, 6.10 m., and Lena to Dickinson, 8.64 m., not weighed.
61 56			38,011 53		19,040 26		July 1, '84	.37 m. increase. formerly 80.38 m. at \$76.95; 28.17 m., at \$115.43; 156 m. L. G., at \$84.82. Weighed from Mar. 19, 1884.
25 00 94 05 25 00			7,707 90	1,832 25	6,813 92	1,811 25	July 1, '84	.84 m. increase. Weighed from Mar. 19, 1884.
85 50			17,890 46		14,582 88		July 1, '84	.45 m. decrease. Weighed from Mar. 19, 1884.
82 08			13,829 85		10,754 12		July 1, '84	.48 m. increase. Weighed from Mar. 19, 1884.
100 64			11,878 24		29,580 82		July 1, '84	Weighed from Mar. 19, 1884.
81 40			92,474 50		49,036 76		July 1, '84	.47 m. increase. See parts: 79.07 m. from July 1, 1882; 146.64 m. from Dec. 1, 1882; 115.79 m. from Feb. 1, 1883. Weighed from Mar. 19, 1884.
67 55			10,033 51		6,675 96		July 1, '84	.62 m. increase. Weighed from Mar. 19, 1884.
67 55			6,229 74		3,811 17		July 1, '84	.06 m. increase. Weighed from Mar. 19, 1884.
56 43			6,189 82		8,366 36		Mar. 19, '84	36.03 m. from Dec. 15, 1883.; part. Weighed from Mar. 19, 1884.
66 69			16,811 48		13,442 74		July 1, '84	1.76 m. decrease. \$98.33 for \$60.79 m. Weighed from Mar. 19, 1884.
88 92			1,298 93		1,174 63		July 1, '84	Weighed from Mar. 19, 1884.
			13,785 86				July 1, '84	140.94 m. from Aug. 1, 1883; new .74 m. increase. Weighed from Mar. 19, 1884.
90 63			54,158 23		5,564 68		Apr. 16, '84	Ext. Grand Junction to Ogden City from Aug. 10, 1883, 348.14 m. Weighed from Apr. 16, 1884.
78 66			17,778 80		12,572 71		July 1, '84	139.8 m. at \$64.13. Weighed from Mar. 19, 1884.
70 97			1,605 89		1,196 68		July 1, '84	.12 m. decrease. Weighed from Mar. 19, 1884.
82 94			6,458 05		5,577 71		July 1, '84	.19 m. increase. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Average weight of mails whole distance per day.			Dollars.
					Miles.	Lbs.		Feet and inches.		
114	Wis	25016	Milwaukee, Crivits.	Milwaukee and Northern and Wisconsin and Michigan R. R.	166.49	1,224 24		apt., 24 by 8.10, a. l.	10.11	94 91
115	Ind ...	22043	Terre Haute, East St. Louis.	Indianapolis and St. Louis Rwy.	190.18	1,232 27		r.p.o., 40 by 9.1, a. l.	18.55	94 91
116	Ind ...	22009	Richmond, Chicago.	Chicago, Saint Louis and Pittsburgh R. R.	225.16	1,200		12.6 by 9.6, a. l., apt.	11.00	94 06
117	Mich...	24003	Adrian, Jackson.	Lake Shore and Mich. Southern Rwy.	47.41	1,190 24.60		apt., 11.2 by 8.10, f. f., a. l.	12	93 20
117a	Pa ....	8836	Pittsburgh, Washington.	Pittsburgh, Cincinnati and St. Louis Rwy.	23.49	1,179 19		apt., 15 by 9.1, 2 lines.	24	92 34
118	Ohio ..	21010	Sandusky, Chicago.	Baltimore and Ohio R. R.	28	1,162		apt., 20 by 9. f. f., a. l.	17.55	92 34
118a	Ky....	20025	Henderson, Nashville.	Louisville and Nashville R. R.	145.58	1,151		15 by 9.4 (av.), f. f., a. l.	9.95	91 49
119	Ohio ..	21035	Columbus, Athens.	Columb's Hooking Valley and Toledo Rwy.	77 44	1,125 23		apt., 15.6 by 7.10, f. f., d. l.	18	90 63
120	Mo...	10	Portland, South Lunenburg.	Portland and Ogdensburg R. R.	114.05	1,120 23		apt., 13 by 8.8, f. f., 2 l. to Fryesburgh, 49 m.; 1 l. res., 65.05 m.	16.15	90 63
121	Nebr.	34016	Fremont, Valentine.	Fremont, Elkhorn and Missouri Valley R. R.	263.59	1,112 20		apt., 17.9 by 9.6, f. f., a. l.	6	89 78
122	Iowa..	27008	Burlington, Hale.	Chicago, Burlington and Kansas City Rwy.	108.54	1,110 22.05		13.8 by 9.3, 1 l.	6	89 78
123	Ga ...	15018	Waycross, Albany.	Savannah, Florida and Western Rwy.	163.11	1,074 25		apt., 17.6 by 9, f. f., a. l.	12.49	88 07
124	Ohio ..	21012	Springfield, Sandusky.	Indiana, Bloomington and Western Rwy.	181.35	1,067 25		apt., 15 by 9.6, f. f., a. l.	13.17	88 07
125	Ga ...	15016	Macon, Enfield.	Southwestern R. R.	144.57	1,043 25		apt., 23 by 9 f. f., 1 l.	7	87 12
126	Ga ...	15044	Chimex, Chattahoochee.	Savannah, Florida and Western Rwy.	32.17	1,030 30		apt., 17.6 by 9.1, f. f., a. l.	7	86 36
127	Wis.	25017	Milwaukee, Ashland.	Wisconsin Central R. R.	348.12	1,014 20		apt., 21 by 9.3, f. f., a. l.	6	85 50
128	Ohio ..	21030	Dayton, Richmond.	Pittsburgh, Cincinnati and St. Louis Rwy.	42.13	1,005 25		apt., 19.10 by 8.4, f. f., a. l.	12.50	85 50
129	Mo....	28035	Fort Scott (Kans.), Memphis (Tenn.).	Kansas City, Fort Scott and Gulf R. R.	388.61	974 20		apt., 22.7, by 8.11 (av.).	8.85	83 79
130	Ind ...	22008	Louisville, Janet (n. o.), Michigan City.	Louisville, New Albany and Chicago Rwy.	253.63	967 25		apt., 14 by 9, a. l.	11.15	83 79
130a	Ky....	20016	Lexington, Huntington.	Chesapeake and Ohio Rwy.	140.94	952 23		apt., 12 by 8.11, f. f., a. l.	14.51	82 94
130b	Ky....	20009	Louisville, Memphis.	Chesapeake, Ohio and Southwestern R. R.	389.40	948 21		15 by 9.4, f. f., a. l.	9.9	82 94



States and Territories in which the contract term expired June 30, 1884, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
.....	107 73	.....	15,801 56	.....	15,123 13	.....	Apr. 16, '84	From Apr. 2, 1883, on 6.10 m. ext., Stiles to Lena; from May 7, 1883, on 8.64 m. ext., Lena to Dickinson; from Oct. 10, 1883, on 11.09 m. ext., Dickinson to Crivitz. Weighed from Apr. 16, 1884.
25 00	82 08	25 00	18,045 23	4,753 25	15,594 37	4,749 75	July 1, '84	.14 m. increase. Weighed from Mar. 19, 1884.
.....	68 40	.....	21,176 29	.....	15,329 80	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	86 36	.....	4,418 61	.....	4,094 33	.....	July 1, '84	Do.
.....	76 10	.....	2,169 06	.....	1,787 58	.....	May 1, '84	Weighed from May 1, 1884.
.....	89 94	.....	2,585 52	.....	2,322 32	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	69 26	.....	18,319 11	.....	10,106 41	.....	July 1, '84	.34 m. decrease. Weighed from Mar. 19, 1884.
.....	71 82	.....	7,018 38	.....	5,563 89	.....	July 1, '84	.03 m. decrease. Weighed from Mar. 19, 1884.
.....	80 37	.....	10,336 35	.....	9,166 19	.....	Aug. 15, '83	See returns of May, 1881. Weighed from Aug. 15, 1883.
.....	63 27	.....	24,114 01	.....	13,458 16	.....	Apr. 16, '84	55.88 m. ext., Apr. 20, 1883, Long Point to Valentine. Weighed from April 16, 1884.
.....	61 56	.....	17,247 63	.....	11,826 29	.....	Apr. 1, '84	Sumner to Hale, not weighed. Weighed from April 1, 1884.
.....	135 95	.....	14,365 09	.....	11,790 65	.....	July 1, '84	.57 m. increase. 128.24 m. at \$55.58. Weighed from Mar. 19, 1884.
.....	74 39	.....	11,567 99	.....	9,771 12	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	86 36	.....	12,607 94	.....	15,138 73	.....	July 1, '84	.58 m. increase. Weighed from Mar. 19, 1884.
.....	.....	.....	2,778 20	.....	.....	.....	July 1, '84	.52 m. increase. 31.65 m. to June 30, 1884. Weighed from Mar. 19, 1884.
.....	.....	.....	18,036 73	.....	.....	.....	.....	Weighed only between Menasha and Ashland, 249.22 m. Route extended to begin at Milwaukee Apr. 23, 1883, with special rate, 33.30 m. 1.20 m. decrease. Pay, Menasha to Milwaukee, not fixed. Weighed from Apr. 4, 1884.
.....	53 87	.....	3,602 11	.....	2,271 15	.....	July 1, '84	.03 m. decrease. Weighed from Mar. 19, 1884.
.....	67 55	.....	32,645 42	.....	14,598 23	.....	.....	From Sept. 1, 1883, on 77.72 m. ext., from Spring City to Jonesborough; from Nov. 1, 1883, on 67.64 m. ext., Jonesborough to Memphis. Weighed from Jan. 9, 1884.
.....	77 81	.....	24,603 25	.....	22,847 35	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	.....	.....	11,689 56	.....	.....	.....	Aug. 1, '83	New. Weighed from Aug. 6, 1883.
.....	95 76	.....	32,296 83	.....	27,137 95	.....	July 1, '84	180.07 m., at \$31.23; 65.04 m., at \$123.19; 37.40 m., at \$42.75. 2.69 m. decrease. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
131	Ohio ..	21001	Newark, Columbus.	Central Ohio R. R.	33	946 34		20 by 9, f. f., a. l.	20.54	82 94
132	Iowa	27070	Eagle Grove, Iroquois.	Chicago and Northwestern Rwy.	271.43	927 22		apt., 24 by 9.3, a. l.	6	82 80
133	Ohio ..	21074	Logan, Pomeroy.	Columbus, Hocking Valley and Toledo Rwy.	83.71	900 22		apt., 15.6 by 7.10, f. f., d. l.	12	81 32
134	Ind ...	22004	Indianapolis, Michigan City.	Wabash, Saint Louis and Pacific Rwy.	161.62	913 22		apt., 14 by 9.2, f. f., a. l.	16.54	81 23
135	Ohio ..	21024	Hamilton, Indianapolis.	Cincinnati, Hamilton and Indianapolis R.R.	99.83	905 30		apt., 10.4 by 7.2, f. f., a. l.	15.5	81 23
136	Mich..	24045	Manistee Junction (n. o.), Manistee.	Flint and Pere Marquette R.R.	27.13	901 25.09		apt., 20 by 8.10½ f. f.	15	81 23
137	Mich..	24016	Ionia, Big Rapids.	Detroit, Lansing and Northern R. R.	68.09	889 23		apt., 20 by 8.10, 1 l.	10.44	80 37
138	Ga ....	15031	Thomasville, Bainbridge.	Savannah, Florida and Western Rwy.	36.99	884 25		apt., 17.6 by 9.1, f. f., a. l.	7	80 37
139	Miss ..	18004	Mobile, Cairo ..	Mobile and Ohio R. R.	495.89	1,320 24		21.6 by 8.10, f. f., a. l.	7	79 34
140	N. Y ..	6061	Buffalo, Corry..	Buffalo, New York and Philadelphia R. R.	93.91	855 30		apt., 14.6 by 8.6, f. f., 1 l.	20	78 66
141	Iowa..	27034	Elk Point, Sioux Falls.	Chicago, Milwaukee and St. Paul Rwy.	70.36	853 24		20.2 by 9.4, a. l.	6	78 66
142	Fla ...	16011	Waldo, Wildwood.	Florida Transit R. R.	72.50	835 22½		11.6 by 6.10, f. f., a. l.	6	77 81
142a	Tenn	19009	Morriston, Warm Springs.	East Tenn., Virginia and Georgia R. R.	49.59	834 18		15 by 9.6, f. f., a. l.	7	77 81
143	Mich..	24008	Jackson, Niles.	Michigan Central R. R.	104.30	834 25.02		17.4 by 8.11, a. l.	9.7	77 81
144	Miss ..	18002	Memphis, Grenada.	Mississippi and Tennessee R.R.	102.34	827 25		12.4 by 7, f. f., a. l.	7	77 81
145	Ala ...	17007	Opelika, Columbus.	Columbus and Western Rwy.	29.53	824 17		12 by 7, f. f., a. l.	13	77 81
145a	Tenn	19008	Knoxville, Jellico.	East Tenn., Virginia and Georgia R. R.	66.12	824 18		15 by 9.6, f. f., a. l.	7	77 81
146	Mich..	24022	Big Rapids, Holland.	Chicago and West Michigan Rwy.	91	821 17		11.6 by 7.6; av.; a. l., 55.69 ms.; d. l. res.	14.48	77 81
147	Ohio ..	21041	Lorain, Bridgeport.	Cleveland, Lorain and Wheeling R. R.	158.41	820 20		16 by 8.8, f. f., a. l.	9.84	77 81
148	Mich..	24039	Fort Gratiot, Chicago.	Chicago and Grand Trunk Rwy.	338.46	811 26.05		20.5 by 9.5, a. l.	12.16	76 95
149	Ind ...	22006	Columbus, Madison.	Pennsylvania Co.	45.75	803 .....		10.10 by 8.8, f. f., d. l.	12	76 95
150	Ohio ..	21053	Columbus, Toledo.	Columbus, Hocking Valley and Toledo Rwy.	125.44	798 .....		15.8 by 9.3, a. l.	18	76 10
151	S. C ..	14017	Branchville, Augusta.	South Carolina Rwy.	76.43	794 30		18.9 by 8.6, f. f., a. l.	21.66	76 10
152	S. C ...	14001	Columbia, Greenville.	Columbia and Greenville R.R.	144.32	794 20		20 by 9, f. f., a. l.	6	76 10
153	Tex ...	31027	Galveston, Lampasas.	Gulf, Colorado and Santa Fe Rwy.	275.10	792 20		20.6 by 9, f. f., a. l.	7	76 10
154	Ohio ..	21029	Morrow, Dresden.	Pittsburgh, Cincinnati and St. Louis Rwy.	148.73	778 .....		14.3 by 6.6, f. f., a. l., to Washington C. H.; d. l., res.	12	75 24
154a	Ky ....	20015	Maysville, Paris.	Kentucky Central R. R.	50.17	762 .....		12.9 by 8.10, f. f., a. l.	12	75 24

*States and Territories in which the contract term expired June 30, 1884, &c.—Continued.*

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
.....	102 60	.....	2,737 02	.....	2,385 80	.....	July 1, '84	Part. No readjustment on residue. Weighed from Mar. 19, 1884.
.....	63 27	.....	22,278 97	.....	9,177 95	.....	July 1, '84	Oct. 1, 1883. 126.37 m. ext. Hawarden to Iroquois. Weighed from Apr. 16, 1884.
.....	72 68	.....	6,799 76	.....	6,089 12	.....	July 1, '84	.07 m. decrease. Weighed from Mar. 19, 1884.
.....	78 66	.....	13,128 39	.....	12,677 63	.....	July 1, '84	.45 m. increase. Weighed from Mar. 19, 1884.
.....	66 69	.....	8,109 19	.....	6,714 34	.....	July 1, '84	.85 m. decrease. Weighed Mar. 19, 1884.
.....	75 24	.....	2,203 76	.....	2,041 26	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	64 98	.....	5,472 39	.....	4,424 48	.....	July 1, '84	Do.
.....	42 75	.....	2,972 88	.....	1,581 75	.....	July 1, '84	.01 m. decrease. Weighed from Mar. 19, 1884.
.....	62 25	.....	39,804 20	.....	29,424 95	.....	July 1, '84	23.20 m. from May 22, 1882, at \$99.18; res. Mar. 19, 1884.
.....	71 82	.....	7,386 96	.....	6,744 61	.....	July 1, '83	See returns of April, 1883. Weighed from July 18, 1883.
.....	65 84	.....	5,534 51	.....	6,000 66	.....	July 1, '84	Formerly Sioux City to Sioux Falls. Weighed from Apr. 14, 1883.
.....	70 11	.....	5,641 22	.....	2,262 80	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	42 76	.....	3,858 59	.....	2,151 18	.....	July 1, '84	.93 m. decrease. Weighed from Mar. 19, 1884.
.....	70 97	.....	8,115 58	.....	7,402 17	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	66 69	.....	7,963 07	.....	6,825 05	.....	July 1, '84	Do.
.....	75 24	.....	2,297 72	.....	2,228 60	.....	July 1, '84	.09 m. decrease. Weighed from Mar. 19, 1884.
.....	42 75	.....	5,144 79	.....	3,791 22	.....	July 1, '84	.15 m. decrease. 27.33 from July 2, 1883. Weighed from Mar. 19, 1884.
.....	53 01	.....	7,080 71	.....	2,975 98	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	64 98	.....	12,325 88	.....	10,294 78	.....	July 1, '84	.02 m. decrease. Weighed from Mar. 19, 1884.
.....	74 39	.....	26,044 49	.....	25,178 03	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	59 85	.....	3,520 46	.....	2,747 11	.....	July 1, '84	.15 m. decrease. Weighed from Mar. 19, 1884.
.....	64 98	.....	9,545 98	.....	8,147 19	.....	July 1, '84	.06 m. increase. Weighed from Mar. 19, 1884.
.....	88 07	.....	5,816 32	.....	6,644 88	.....	July 1, '84	.98 m. increase. Weighed from Mar. 19, 1884.
.....	68 40	.....	10,982 75	.....	9,838 65	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	71 82	.....	20,935 11	.....	16,295 95	.....	Sept. 1, '83	48.20 m. from July 1, 1882. Weighed from Sept. 12, 1883.
.....	70 97	.....	11,190 44	.....	10,555 36	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	64 13	.....	3,774 79	.....	3,253 31	.....	July 1, '84	.56 m. decrease. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
155	Mo....	28012	Saint Joseph, North Lexington.	Wabash, St. Louis and Pacific Rwy.	73.43	756 20		25.7 by 9.2, a. l.	7	74 39
156	Ga....	15021	Camak, Macon.	Georgia R. R....	78.59	755 15		apt., 15 by 8.6, f. f., a. l.	14	74 39
157	Ohio ..	21049	Marietta, Parkersburg.	Cincinnati, Washington and Baltimore R. R.	15.08	751 20		no apt.	17.50	74 39
158	W.Va.	12005	Steubenville, Wheeling.	Pittsburgh, Cincinnati and St. Louis Rwy.	28.13	746 25		no apt.	24	74 39
159	Dak....	35008	Egan, Woonsocket.	Chicago, Milwaukee and St. Paul Rwy.	84.50	738 25		22 by 9.3, f. f., a. l.	6	73 53
160	Ind ...	22048	Louisville, Oakland City.	Louisville, Evansville and St. Louis Rwy.	99.55	720 30		14 by 7.6.. f. f., a. l.	18.53	73 53
161	Ohio ..	21073	Cleveland, Zoar Station.	Valley Rwy.....	76.12	716 25		13.6 by 9.6, f. f., a. l.	10.92	72 68
162	Mo....	28017	Springfield, Mo., Memphis, Tenn.	Kansas City, Springfield and Memphis R. R.	286.63	710 20		18.1½ by 8.10½, f. f., a. l.	7	72 68
163	Ohio ..	21078	Cincinnati, Dodds.	Cincinnati Northern Rwy.	36.02	703 18		apt., 12 by 5.9, f. f., 1 l.	10.92	72 68
164	Ohio ..	21041	Marietta, Zoar Station.	Cleveland and Marietta R. R.	105.72	702 23		apt., 15.9 by 8.11, f. f., a. l.	9.54	72 68
165	Ind ...	22001	Indianapolis, Vincennes.	Pennsylvania Co.	118.21	699 .....		11.6 by 9, f. f., a. l.	9.64	71 82
166	Ala ...	17009	Selma, Meridian.	East Tennessee, Virginia and Georgia R. R.	114.24	691 22		14.7 by 8.11, f. f., a. l.	7	71 82
167	Mich..	24002	Monroe, Adrian.	Lake Shore and Michigan Southern Rwy.	34.90	674 26.14		apt., 10.5 by 7.11, (av.).	14.15	70 97
167a	Kans..	83015	Junction City, Concordia.	Junction City and Ft. Kearny R. R.	73.19	669 20		13.3 by 9.1, f. f., a. l.	9.7	70 97
168	Ga....	15013	Rome, Brunswick.	East Tenn., Virginia and Georgia R. R.	350.80	667 25		15.2 by 7.5, f. f., a. l.	7	70 97
168a	Nebr..	34009	Hastings, Denver.	Republican Valley R. R.	415.88	664 31½		7 by 6, f. f., a. l.	7	70 97
169	Fla ...	16015	Pensacola, River Junct.	Pensacola and Atlantic R. R.	161.52	1,070 30		13.10 by 9.2, f. f., a. l.	7	70 46
170	Mich..	24029	Jackson, Fort Wayne.	Lake Shore and Michigan Southern Rwy.	96.74	652 24.79		16.10 by 9, a. l.	12.76	70 11
171	Ind ...	22021	Richmond, Fort Wayne.	Grand Rapids and Indiana Rwy.	92.73	645 23		22 by 8.10, f. f., a. l.	12	70 11
172	Fla ...	16001	Fernandina, Cedar Keys.	Florida Transit R. R.	155.15	1,046 20		15 by 8.11, f. f., a. l.	6.92	69 77
173	Minn .	26039	Crookston, Devil's Lake.	St. Paul, Minneapolis and Manitoba Rwy Co.	114.34	633 20		16 by 8.9, f. f., a. l.	6	69 26
174	Miss ..	18016	Meridian, New Orleans.	New Orleans and Northeastern R. R.	196.24	630 30		in b. c .....	6	69 26
175	Ohio ..	21089	Cleveland, Chicago.	New York, Chicago and St. Louis Rwy.	338.56	623 25		apt., 20 by 9, f. f., a. l.	6.83	69 26
176	Fla ...	16006	Jacksonville, Lake City.	Florida Central and Western R. R.	60.32	1,011 25		12.1 by 6.8, f. f., a. l.	7	68 40
177	Mich..	24057	Au Sable, Alger Junction.	Detroit, Bay City, Alpena R. R.	47.35	616 20		10 by 6 .....	12	68 40

*States and Territories in which the contract term expired June 30, 1884, &c.—Continued.*

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
59			5,462 45		4,534 78		July 1, '83	3.43 m. decrease. Weighed from Aug. 6, 1883.
68 40			5,846 31		5,375 55		July 1, '84	Weighed from Mar. 19, 1884.
70 11			1,121 80		1,057 25		July 1, '84	Do.
76 10			1,943 81		1,988 49		Mar. 19, '84	Do.
42 75			6,213 28		1,984 88		Apr. 16, '84	38.07 m. ext. Howard to Woonsocket from Jan. 15, 1884. Weighed from Apr. 16, 1884.
58 14			7,319 91		5,787 83		July 1, '84	Weighed from Mar. 19, 1884.
58 14			5,532 40		4,336 08		July 1, '84	1.54 from Sept. 1, '83. Weighed from Mar. 19, 1884.
			20,832 26				Apr. 1, '84	New. Weighed from Jan. 9, 1884.
57 29			2,631 01		2,073 88		July 1, '84	Weighed from Mar. 19, 1884.
49 59			7,683 72		4,870 72		July 1, '84	7.50 m. ext. from July 1, 1884. Weighed from July 1, 1884.
63 27			8,489 84		7,465 86		July 1, '84	.21 m. increase. Weighed from Mar. 19, 1884.
56 43			8,204 71		6,441 48		July 1, '84	.09 m. decrease. Weighed from Mar. 19, 1884.
79 52			2,476 85		2,775 25		July 1, '84	Weighed from Mar. 19, 1884.
64 13			5,194 29		3,703 50		Apr. 16, '84	14.91 m. from June 10, 1883. Weighed from Apr. 16, 1884.
85 50			24,160 39		16,294 59			18.31 m. lap. 72 m. decrease. 88.25 m. from Oct. 23, 1882; 72.69 m. from June 15, 1883, less lap. Weighed from Mar. 19, 1884.
63 27			17,284 74		10,903 82		Jan. 1, '83	243.53 m. from Jan. 1, 1883. Weighed in Apr., 1883.
			11,380 69				July 1, '84	20.17 m. from Aug. 20, 1882; 26.40 m. from Nov. 15, 1882; 28 m. from Jan. 10, 1883; 88.43 m. from Apr. 2, 1883. Weighed from Mar. 19, 1884.
64 98			6,782 44		6,286 17		July 1, '84	1.48 m. decrease. Weighed from Mar. 19, 1884.
61 56			6,501 30		5,707 22		July 1, '84	.02 m. decrease. Weighed from Mar. 19, 1884.
55 41			10,824 81		8,596 85		July 1, '84	Land grant. Weighed from Mar. 19, 1884.
47 03			7,919 18		2,517 99		Apr. 16, '84	20.66 m. ext. from Sept. 15, 1883. Weighed from Apr. 6, 1884.
42 75			13,591 58		2,770 02		July 1, '84	131.21 m. from Feb. 20, 1884. Weighed from Mar. 19, 1884.
			23,483 98				Jan. 1, '83	New. Weighed from Mar. 19, 1884.
103 97			4,125 88		6,271 47		July 1, '84	Weighed from Mar. 24, 1884.
42 75			3,238 74		1,634 33		July 1, '84	From Jan. 15, 1884, on 20.44 m. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
178	Ohio ..	21062	A n d o v e r, Youngstown.	Lake Shore and Michigan South- ern Rwy.	38.84	612 19		17.4 by 9, f. f., a. l.	12	68 40
179	Dak. ...	35017	Mitchell, Ash- ton.	Chicago, Mil- waukee and St. Paul Rwy.	95.88	609 23		20.8½ by 8.10, f. f., a. l.	6	68 40
180	Tex. ...	31036	Rosenbergh, Victoria.	New York, Tex- as and Mexican Rwy.	91.85	601 20		14.7 by 6.8, f. f., a. l.	7	68 40
181	Ga. ....	15005	Millen, Au- gusta.	Central R. R. and Banking Co.	54.51	576 .....		10.8 by 6.5, f. f., d. l.	14	66 69
182	Mich. ...	24042	Port Huron, Port Austin.	Port Huron and Northwestern Rwy.	87.71	571 22.1		13 by 6 9 (av.), f. f., d. l., 13.20 m.; a. l. res.	11.41	66 69
183	Ga. ....	15011	Macon, Colum- bus.	Southwestern R. R.	101.04	568 20		12 by 7.6, f. f., a. l.	7	66 69
184	Ind. ...	22032	Evansville, Jas- per.	Louisville, Ev- ansville and St. Louis Rwy.	55.63	560 25		14 by 7.6, f. f., a. l.	18	66 69
185	Ill. ....	23055	Decatur, Indi- anapolis.	Indiana, Bloom- ington and West- ern Rwy.	153.87	560 20		20.4 by 9.11, 1 l.	10.57	66 69
186	Ohio ..	21020	S a n d u s k y, Bloomington.	Lake Erie and Western Rwy.	379.88	559 25		12.9 by 9.7, f. f., a. l.	9.66	65 84
187	Mich. ...	24005	Jonesville, Lan- sing.	Lake Shore and Michigan South- ern Rwy.	61.04	552 18.17		15 by 9, f. f., a. l.	9.71	65 84
187a	Ky. ....	20032	Paris, Rich- mond.	Kentucky Cen- tral R. R.	40.84	552 .....		12.6 by 9, f. f., a. l.	12.42	65 84
188	Ga. ....	15039	Smithville, Al- bany.	Southwestern R. R.	24.08	541 20		apt., 10.9 by 8.7, f. f.	7	65 84
189	Ohio ..	21068	Columbus, Corn- ing.	Ohio Central R. R.	66.05	538 25		16.2 by 7, f. f., a. l.	12	64 98
190	Ind. ...	22022	Anderson, Ben- ton Harbor.	Cincinnati, Wa- bash and Mich- igan Rwy.	164.68	534 28		15 by 9, f. f., a. l.	7.06	64 98
190a	Kans. ...	33040	A t c h i s o n, Omaha.	Missouri Pacific Rwy.	165.33	534 21		20.6 by 7.2, f. f., a. l.	7	64 98
191	Ind. ...	22017	Bradford, Lo- gansport.	Pittsburgh, Cin- cinnati and St. Louis Rwy.	114.29	532 33		11.8 by 9.1, f. f., a. l.	6	64 98
192	Ind. ...	22027	Detroit, Logans- port.	Wabash, Saint Louis and Pa- cific Rwy.	204.36	530 32		16.6 by 10.4, f. f., a. l.	11.46	64 98
193	Ohio ..	21060	Columbia, Ha- mersville.	Cincinnati and Portsmouth R. R.	35	528 16		10.6 by 7.7, f. f., a. l.	6	64 98
194	Mich. ...	24030	East Saginaw, Ithaca.	Saginaw Valley and St. Louis R. R.	45.98	527 20		10.3 by 5.6, a. l., 38.51 m.	12.94	64 98
195	Mich. ...	24034	Walton, Trav- erse City.	Traverse City R. R.	26.27	520 16.2		no apt .....	12	64 98
195a	Pa. ....	8086	Foxburgh, Call- ery Junct. (n. o.).	Pittsburgh and Western R. R.	43.58	507 16		apt., 8.2 by 6; av. 1 l.	6	64 13
196	Mich. ...	24026	Grand Rapids, Baldwin.	Chicago and West Michigan Rwy.	73.98	505 21		13 by 8.1, 1 l. ...	9.78	64 13
197	Ohio ..	21008	Bayard, New Philadelphia.	Pennsylvania Co.	32.41	500 30		14.10 by 8.4, f. f., a. l.	6	64 13
198	Ohio ..	21061	Toledo, Dodds.	Toledo, Cincin- nati and St. Louis R. R.	191.09	498 18		12 by 5.7, f. f., a. l.	6	63 27
199	Ohio ..	21052	Cincinnati, Portsmouth.	Cincinnati and Eastern Rwy.	108	497 18		12 by 6, f. f.; d. l. to Richmond Junction, 10.6 ma.; a. l. res.	7.92	63 27
199a	Pa. ....	8150	Williamsport, Stokesdale Junc. (n. o.).	Fall Brook Coal Co.	78.52	495 22		15 by 9.2, 1 line	9	63 27

States and Territories in which the contract term expired June 30, 1884, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for r. p. o. cars.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.
72 08			2,656 05		2,826 52	July 1, '84
			8,558 18			.05 m. decrease. Weighed from Mar. 19, 1884.
			6,282 64			15.27 m. from May 16, 1883; 80.61 m. from Nov. 1, 1883. Weighed from Apr. 16, 1884. New.
						July 1, '84
63 84			3,635 27		3,527 04	July 1, '84
70 11			5,849 37		6,009 36	.94 m. increase. Weighed from Mar. 19, 1884.
						July 1, '84
63 27			6,738 35		6,306 73	Weighed from Mar. 19, 1884.
49 50			3,709 96		3,758 69	.57 m. increase. Weighed from Mar. 19, 1884.
						July 1, '84
			10,262 92			Weighed from Mar. 19, 1884.
						July 1, '83
61 56			25,011 29		23,500 15	.01 m. decrease. Weighed from Mar. 19, 1884.
04 98			4,018 87		3,996 37	1.01 m. decrease. Weighed from Mar. 19, 1884.
						July 1, '84
			2,686 90			Weighed from Mar. 19, 1884.
						Aug. 1, '83
66 71			1,585 42		1,461 28	New. Weighed from Mar. 19, 1884.
54 73			4,291 92		3,601 67	.01 m. increase. Weighed from Mar. 19, 1884.
50			10,700 90		9,841 79	.23 m. increase. Weighed from Mar. 19, 1884.
						July 1, '84
			10,743 14			2.12 m. decrease. Weighed from Mar. 19, 1884.
						July 1, '84
51 30			7,436 66		5,878 96	New. Formerly part of 28001. Weighed from Aug. 1, 1883.
						July 1, '84
64 13			13,279 31		13,066 30	.81 m. decrease. Weighed from Mar. 19, 1884.
						July 1, '84
56 14			2,274 30		2,034 90	.30 m. increase. Weighed from Mar. 19, 1884.
64 13			2,967 78		2,267 64	Weighed from Mar. 19, 1884.
						July 1, '84
63 27			1,707 02		1,662 10	10.58 m. ext. from Dec. 20, 1883. Weighed from Mar. 19, 1884.
66 00			2,794 78		1,833 97	Weighed from Mar. 19, 1884.
						July 1, '84
66 11			4,744 33		2,749 13	13.89 m. from May 14, 1883, ext.; 2.69 m. from June 11, 1883, ext. Weighed from Sept. 4, 1883.
						Sept. 4, '83
57 29			2,078 45		1,655 43	From Feb. 20, 1884, on 26.65 m.; from July 1, 1884, on whole route. Weighed from Mar. 19, 1884.
49 50			12,096 26		9,546 65	.02 m. decrease. Weighed from Mar. 19, 1884.
						July 1, '84
66 00			6,633 16		4,486 57	1.48 m. decrease. Weighed from Mar. 19, 1884.
						July 1, '84
			4,967 94			4.09 m. from Jan. 1, 1883; 10.16 m. from May 15, 1883; 26.40 m. from Aug. 1, 1883. .61 m. increase. Weighed from March 19, 1884.
						July 16, '83
						Weighed from Nov. 15, 1883.



H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

				Average weight of mails whole dis- tance per day.	Miles per hour.	Size, &c. of mail-car or apartment.	Trips per week.	Pay per mile per an- num for transpor- tation.	
				Lbs.		Feet and inches.		Dollars.	
				2	476 20	16 by 8.9, f. f., a. l., 51.45 ms.; no clerk res.	4.77	62 42	
				0	472 20	8 by 7.8, f. f., a. l.	8.95	61 56	
					456 22	no apt. ....	12	60 71	
				0	465 28	....do.....	14	60 71	
				8	463 28	15.6 by 8.10, f. f., a. l.	6.40	60 71	
204	Ill ....	22082	Station. Streator, Ill., North Judson, Ind.	Lake Erie R. R. Indiana, Illinois and Iowa R. R.	110.50	458 22	.....	6	60 71
205	Fla. ....	18002	Lake City, River Junction.	Florida Central and Western R. R.	155.87	765 26	(av.) 12.1 by 6. 8, f. f., a. l.	7	60 19
206	Fla. ....	18007	Sanford, Tampa	South Florida R. R.	116.39	446 26	apt., 10.5 by 5.5, f. f., 1 l.	6	59 85
206a	Tenn. ....	18001	Nashville, Leba- non.	Nashville, Chat- tanooga and St. Louis Rwy.	81.52	445 20	apt., 12.6 by 6.4, f. f., 1 l.	12	59 85
207	Mich. ....	24052	Pontwater, Muskegon.	Chicago and West Michigan Rwy.	45.13	443 15	99 by 6.8.	11.02	59 85
208	Mich. ....	24040	Marquette, Houghton.	Marquette, Houghton and Ontonagon R. R.	95.93	743 20	14 by 7, 1 l.	6.90	59 51
209	Dak. ....	35006	Everest, May- ville.	Casselton Branch R. R.	46.14	439 17	16 by 8.9, f. f., a. l.	6	59
210	Ohio ..	21043	Mansfield, To- ledo.	Pennsylvania Co.	87.20	433 24	20 by 8.9, f. f., a. l.	12	59
211	Ala. ....	17008	Columbus, Troy	Mobile and Gi- rard R. R.	85.70	431 14	12.10 by 9, f. f., a. l.	18	59
212	Ga. ....	15042	Atlanta, Con- sburg.	Georgia Pacific Rwy.	179.76	428 24	15.3 by 8.11 f. f., a. l.	18	58 14
213	S. C. ....	14016	Belton, Wal- halla.	Columbia and Greenville R. R.	43.92	442 17	20 by 9 f. f., a. l.	6	57 85
214	N. Mex. ....	39003	Albuquerque, Needles.	Atlantic and Pa- cific R. R.	574.70	692 21	21 by 9, f. f., a. l.	7	57 45
215	Ga. ....	15007	Union Point, Athens.	Georgia R. R. ....	40.48	414 20	11 by 7.6 f. f., a. l.	21	57 29
216	Ohio ..	21031	Harrison, O., Hagerstown, Ind.	White Water R. R.	63.06	391 25	12 by 7.6, a. l. ....	8.4	55 58
216a	Ky. ....	20012	Anchorage, Shelbyville.	Louisville and Nashville R. R.	18.48	391 16	10.8 by 7.3, f. f., a. l.	12	55 58
217	Ill ....	23029	Sidney, Havana.	Wabash, St. Louis and Pacific Rwy.	112.47	390 20	r. p. o. (apt.), 10. 5 by 6.10.	6	55 58
218	Ohio ..	21009	Cleveland, Sher- rodsville.	Cotton Valley Rwy.	108.24	389 24	19.5 by 7.6, f. f., a. l.	18.96	55 58
219	Ark. ....	29013	Seligman, Eureka Springs.	Eureka Springs Rwy.	19.26	387 20	in b. c. ....	14	55 58
220	Colo. ....	38014	Nathrop, Castle- ton.	Denver, South Park and Pacific R. R.	79.42	385 11	14.11 by 7.6 f. f., a. l. to Gunnison; no clerk res.	6.82	55 58



States and Territories in which the contract term expired in June 30, 1884, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Doll</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
.....	64 13	.....	5,818 79	.....	5,978 20	.....	Apr. 1, '84	Weighed from Apl. 16, 1884.
.....	50 45	.....	5,288 00	.....	5,118 16	.....	July 1, '84	4.09 m. from Nov. 20, 1882; 82.40 m. from Jan. 1, 1884; 13.20 m. from Jan. 21, 1884 4.87 m. increase. Weighed from Mar. 19, 1884.
.....	56 43	.....	1,274 91	.....	1,185 03	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....		.....	2,234 12	.....		.....	Aug. 1, '84	New. Weighed from Mar. 19, 1884.
.....	52 56	.....	9,414 90	.....	8,088 97	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	42 75	.....	6,708 45	.....	1,733 08	.....	Mar. 19, '84	69.72 m. from July 2, 1883. Extensions Streator to Dwight and N. Judson to Momence. Weighed from Mar. 19, 1884.
.....	61 56	.....	9,381 81	.....	9,595 35	.....	July 1, '84	Land grant. Weighed from Mar. 19, 1884.
.....	55 58	.....	6,965 94	.....	2,245 43	.....	July 1, '84	75.99 m. from Feb. 13, 1884. Weighed from Mar. 19, 1884.
.....	48 74	.....	1,886 47	.....	1,516 78	.....	July 1, '84	.40 m. increase. Weighed from Mar. 19, 1884.
.....	110 30	.....	2,701 03	.....	2,808 23	.....	July 1, '84	Weighed from Mar. 19, 1884. Covering part of route 24021.
.....	57 46	.....	5,708 79	.....	3,688 35	.....	Apr. 16, '84	Land grant. Ext. 31.73 m. from Dec. 1, 1883. Weighed from Apl. 16, 1884.
.....	42 75	.....	2,722 26	.....	1,843 81	.....	Apr. 1, '84	Weighed from April 16, 1884.
.....	61 56	.....	5,144 80	.....	5,416 04	.....	July 1, '84	.78 m. decrease. Weighed from Mar. 19, 1884.
.....	47 88	.....	5,056 30	.....	4,102 83	.....	July 1, '84	.01 m. decrease. Weighed from Mar. 19, 1884.
.....		.....	10,276 82	.....		.....	July 1, '84	31.03 m. from July 1, 1882; 6.94 m. from Aug. 1, 1882; 59.14 m. from May 21, 1883; 6.31 m. from Oct. 6, 1882; 72.74 m. from Jan. 1, 1884. Weighed from Mar. 19, 1884.
.....	42 75	.....	2,628 61	.....	1,800 90	.....	July 1, '84	.39 m. increase. Weighed from Mar. 19, 1884.
.....	34 20	.....	33,016 51	.....	9,850 28	.....	Apr. 16, '84	92 m. ext. from Sept. 1, 1882; 16.90 m. ext. from Apr. 16, 1883. Weighed from Aug. 1, 1884.
.....	49 59	.....	2,319 09	.....	2,030 71	.....	July 1, '84	.47 m. decrease. Weighed from Mar. 19, 1884.
.....	61 56	.....	3,505 98	.....	3,888 12	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	43 61	.....	1,027 11	.....	836 87	.....	July 1, '84	.71 m. decrease. Weighed from Mar. 19, 1884.
.....	61 56	.....	6,251 08	.....	6,341 29	.....	June 1, '83	9.46 m. ext. Urbana to Sidney. Weighed from Mar. 19, 1884.
.....	44 46	.....	6,015 97	.....	4,807 90	.....	July 1, '84	.10 m. increase. Weighed from Mar. 19, 1884.
.....		.....	1,070 47	.....		.....	Feb. 15, '83	New. Weighed from May 22, 1884.
.....	54 72	.....	4,414 16	.....	2,680 94	.....	May 26, '84	13.29 m. from Sept. 20, 1883. Weighed from Apr. 16, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
221	Ohio ..	21090	Marion, Chicago Junction (n. o.).	Chicago and Atlantic R. R.	249.95	383	29	10.1 by 6.10, f. f., s. l.	6	55 58
222	Ohio ..	21022	Dayton, Union City.	Dayton and Union R. R.	47.32	382	30	9.6 by 9.1, f. f., s. l.	12	55 58
223	Tex...	31023	Houston, Nacogdoches.	Houston, East and West Texas Rwy.	140.25	382	20	13.1 by 7.5, f. f., s. l.	6	55 58
224	Mich..	24032	Powers, Crystal Falls.	Chicago and Northwestern Rwy.	57.95	386	21	12.8 by 8, s. l., 42 miles.	14	55 58
225	Ga...	15025	Athens, Lula ..	Northeastern R. Co. of Ga.	39.59	380	20	10.2 by 7.2, f. f., s. l.	12	55 58
226	Ohio ..	21055	Toledo, Thurston.	Ohio Central R.R.	148.68	377	25	16.2 by 7, f. f., s. l.	6.73	54 72
227	Ind ..	22745	Lawrenceburgh Junc. (n. o.), Lawrenceburgh.	Cincinnati, Indianapolis, St. Louis and Chicago R. R.	246	376	20	no apt.....	26	54 72
228	Mich.	24033	Lenox, Jackson.	Michigan Air Line Rwy.	106.58	373	22.6	23.6 by 7.3, s. l.	7.76	54 72
229	S. C...	14010	Port Royal, Augusta.	Port Royal and Augusta R. R.	110.77	368	18	10.3 by 6.10, f. f., s. l.	14	54 72
230	Wis..	25028	Hudson, Bayfield.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	181.44	591	20	apt. 9.3 by 22 (av.), s. l.	6	54 04
231	Miss ..	18014	Artesia, Columbus.	Mobile and Ohio R. R.	14.11	366	13½	in b. c.....	7	53 87
232	Mich.	24020	Toledo, South Lyon.	Toledo, Ann Arbor and Grand Trunk Rwy.	60.51	364	21.3	(apt.), 12 by 9, s. l.	10.51	53 87
233	Io ..	27089	Sac City, Kingsley.	Chicago and Northwestern Rwy.	58.40	359	20	no apt.....	6	53 87
233a	Pa ....	8051	Greenville, Butler.	Shenango and Alleghany R. R.	57.29	359	23	apt., 14 by 6.8, 1 l.	14.61	53 87
234	Ala...	17006	Selma, Aiken Junc. (n. o.).	Cincinnati, Selma and Mobile Rwy.	71.86	356	20	12 by 6.10.....	7	53 87
235	Ohio ..	21018	Portsmouth, Hamden Junction.	Cincinnati, Washington and Baltimore R. R.	56	352	22	13 by 7.4, f. f., s. l.	12	53 01
236	Ohio ..	21038	Newark, Shawneetown.	Baltimore and Ohio R. R.	43.67	351	25	apt., 16 by 8.6, f. f.	12	53 01
237	Mich..	24024	Ypsilanti, Bankers.	Lake Shore and Michigan Southern Rwy.	65.52	351	22	8.8 by 6.9, s. l.	6	53 01
237a	K	20011	Glasgow Junction, Glasgow.	Louisville and Nashville R. R.	11	349	16	no apt.....	6	53 01
238	Ga....	15008	Kingston, Rome.	Rome R. R.	20.28	341	15	8.6 by 5.6, no clk.	16	52 16
239	Ind...	22023	Oakland City, Mt. Vernon.	Louisville, Evansville and St. Louis Rwy.	88.56	339	30	14 by 7.6, f. f., s. l.	13	52 16
240	Mich..	24041	Alma, Lakeview.	Detroit, Lansing and Northern R. R.	32.61	334	20	9.8 by 6.9, s. l.	12	52 16
241	Fla...	16012	Palatka, Gainesville.	Florida Southern Rwy.	49.77	333	23	no apt.....	7.22	52 16
242	N. Y..	6127	Bradford Junction (n. o.), Punnxsutawney.	Rochester and Pittsburgh R. R.	120.73	333	30	(apt.), 14 by 8.11, 1 l.	12	52 16
242a	Kans..	33036	Ft. Scott, Wichita.	St. Louis, Ft. Scott and Wichita R. R.	158.60	232	20	(apt.), 15.7 by 7.1½, f. f., s. l.	6	52 16
243	S. C...	14006	Florence, Cheraw.	Cheraw and Darlington R. R.	40.82	331	20	apt., 13.6 by 8.7, f. f., s. l.	7	51 30

States and Territories in which the contract term expired June 30, 1884, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
.....	.....	.....	13,892 22	.....	.....	.....	June 1, '83	New. Weighed from Mar. 19, 1884.
.....	47 03	.....	2,630 04	.....	2,232 98	.....	July 1, '84	.16 m. decrease. Weighed from Mar. 19, 1884.
.....	42 75	.....	7,795 09	.....	3,783 37	.....	Dec. 1, '83	32 m. from Nov. 1, 1882; 19.75 m. from June 15, 1883. Weighed from Dec. 15, 1883.
.....	47 88	.....	3,220 86	.....	2,774 65	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	45 32	.....	2,200 41	.....	1,836 81	.....	July 1, '84	.94 m. decrease. Weighed from Mar. 19, 1884.
.....	46 17	.....	8,135 76	.....	6,780 06	.....	July 1, '84	1.83 m. increase. Weighed from Mar. 19, 1884.
.....	52 16	.....	134 61	.....	128 31	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	42 75	.....	5,832 05	.....	1,528 31	.....	July 1, '84	From Feb. 20, 1884, on 70.83 m. ext. Weighed from Mar. 19, 1884.
.....	52 16	.....	6,061 33	.....	5,777 76	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	46 52	.....	9,805 01	.....	5,713 58	.....	Apr. 16, '84	From Nov. 20, 1883, on 58.63 m. ext. Weighed from Mar. 19, 1884.
.....	50, 45	.....	760 10	.....	711 84	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	53 01	.....	3,259 67	.....	3,247 39	.....	July 1, '84	Do.
.....	.....	.....	3,146 00	.....	.....	.....	Apr. 16, '84	From Sept. 15, 1883, on 13.29 m.; from Jan. 25, 1884, on 12.69 m. New. Weighed from Apr. 16, 1884.
.....	45 32	.....	3,086 21	.....	1,631 06	.....	May 1, '84	21.3 m. from Nov. 22, 1883. Weighed from May 1, 1884.
.....	47 03	.....	3,871 09	.....	3,374 40	.....	July 1, '84	.11 m. increase. Weighed from Mar. 19, 1884.
.....	72 68	.....	2,968 56	.....	4,070 08	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	47 03	.....	2,314 94	.....	2,054 74	.....	July 1, '84	.02 m. decrease. Weighed from Mar. 19, 1884.
.....	49 50	.....	3,473 21	.....	3,249 14	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	47 88	.....	583 11	.....	518 54	.....	July 1, '84	.17 m. increase. Weighed from Mar. 19, 1884.
.....	42 75	.....	1,057 80	.....	868 68	.....	July 1, '84	.04 m. decrease. Weighed from Mar. 19, 1884.
.....	43 61	.....	4,619 28	.....	3,862 10	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	53 87	.....	1,700 93	.....	2,033 59	.....	July 1, '84	Do.
.....	42 75	.....	2,596 00	.....	2,115 69	.....	July 1, '84	.28 m. increase. Weighed from Mar. 19, 1884.
.....	.....	.....	6,297 27	.....	.....	.....	July 16, '83	16.13 m. from June 1, 1883; 104.6 m. from July 16, 1883. New. Weighed from Nov. 15, 1883.
.....	47 03	.....	8,272 57	.....	6,018 43	.....	Jan. 17, '84	30.63 m. ext. from Aug. 15, 1883. Weighed from Jan. 17, 1884.
.....	44 46	.....	2,094 06	.....	1,818 41	.....	July 1, '84	.08 m. decrease. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

				rate title company using the rail.	Miles.	Lbs.	Feet and inches.		Pay per mile per as- sum for transpor- tation.
				Grand Le- Narrow R. R.	74.87	331.15	12 by 7.4, f. f., a. l.	6	Dollars. 51 30
				Michigan Val- R. R.	67.76	329.17	apt., 8½ by 7.2, f. f., a. l.	6	51 30
				to and Michigan	24.64	322.23	apt., 12 by 6. f. f., a. l.	6	51 30
				ago, St. Minne- lia and ia Rwy.	79.11	316.26	14.6 by 7 (av.), a. l.	7.75	50 45
				York, sylvania Ohio R. R.	34.86	313.25	6.6 by 4.6, f. f., a. l.	12	50 45
				sonville southeast- wy.	112.05	312.25	(apt.), 12 by 7.4	6.85	50 45
				er City, ng and lo R. R.	47.70	311.16	no apt .....	7	50 45
				w and Sal- y R. R.	26.02	308.20	apt., 13.6 by 8.7, f. f., a. l.	7	50 45
				ore and R. R.	71.09	308.18	apt., 11 by 8.2, f. f., a. l.	9	50 45
				bua, Hock- alley and lo Rwy.	13.39	307.23	11 by 7.9, f. f., a. l.	12	49 59
				ster and burgh R.	42.29	306.23	(apt.), 15 by 8.11, 11.	10.07	49 59
				otton Val- ley Rwy.	54.73	303.24	apt., 10.6 by 7.6, f. f., a. l.	6	49 59
254a	Tenn.	19013	Tullahoma, Walling.	Nashville, Chat- tanooga and St. Louis Rwy.	48.26	302.18	8 by 6.2, f. f., a. l.	6	49 59
255	N. Y.	6118	Phoenixia, Hun- ter.	Stony Clove and Catskill Mount- ain R. R.	14.73	300.14	in h. c .....	6	49 59
256a	Ky.	20030	Richmond Junc. (n. o.), Rich- mond.	Kentucky Cen- tral R. R.	34.31	299.....	10 by 4, f. f., a. l.	6	49 59
256	Ill.	23083	Bates, Grafton.	Wabash, St. Louis and Pa- cific Rwy.	71.93	299.29	apt., 17 by 8.3, f. f.	6	48 74
256a	Pa.	8032	York, Peach Bottom.	York and Peach Bottom Rwy.	40.97	299.15	apt., 12.8 by 7.6, f. f., a. l.	6	48 74
257	Nebr.	34015	Grand Island, North Loup.	Omaha and Re- publican Val- ley R. R.	59.09	288.21	12 by 9.4, f. f., a. l.	6	48 74
258	Mich.	24949	Detroit and Bay City Crossing, Saginaw.	Flint and Pere Marquette R. R.	3.76	266 11.66	no apt .....	19	48 74
259	Md.	10824	Baltimore, Md., Delta, Pa.	Maryland Cen- tral R. R.	45.5	269.16	apt., 8 by 5.6, a. l.	15.56	47 88
260	Ind.	22034	Rockport, Rock- port Junction (n. o.).	Louisville, Evansville and St. Louis Rwy.	16.20	282.17	no apt .....	18	47 88
261	Mich.	24014	Saginaw, Cairo.	Michigan Cen- tral R. R.	34.04	281 30.64	no apt .....	14.50	47 88
262	Ind.	22042	New Castle, Rushville.	Ft. Wayne, Cin- cinnati and Louisville R. R.	24.99	279.25	apt., 12 by 7.2, f. f., a. l.	6	47 88
263	Mich.	24037	St. Clair, Lenox.	Michigan Mid- land and Can- ada R. R.	16	274.20	no apt .....	12	47 88
264	S. C.	14008	Alston, Spartan- burgh.	Columbia and Greenville R. R.	62.89	271.16	20 by 2, f. f., a. l.	6	47 03
265	Wis.	25050	Eland, Waters- meet.	Milwaukee, Lake Shore and Western Rwy.	105.68	271.35	no apt .....	6	47 03

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per an- num for r. p. o. cars.	Former pay per mile					Former amount of annual pay for			
		Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
47 08				8,917 70		8,126 85		July 1, '84	3.16 m. decrease. 14.36 m. from Aug. 6, 1883. Weighed from Mar. 19, 1884.
45 32				2,476 08		1,492 39		Apr. 16, '84	34.63 m. from Nov. 1, 1883. Weighed from Apr. 16, 1884.
50 46				1,284 03		1,243 08		July 1, '84	Weighed from Mar. 19, 1884.
42 76				2,891 09		2,016 51		Apr. 16, '84	From Sept. 15, 1883, 22.76 m. ext.; from Nov. 1, 1883, 9.16 m. ext. Weighed from Apr. 16, 1884.
46 17				1,758 18		1,573 47		July 1, '84	.77 m. increase. Weighed from Mar. 19, 1884.
47 08				5,652 92		2,941 11		Nov. 20, '84	28.25 m. ext. Weighed from Mar. 19, 1884.
				2,406 46				July 2, '88	New. Weighed from Dec. 1, 1884.
42 75				1,312 70		1,112 36		July 1, '84	Weighed from Mar. 19, 1884.
44 46				2,566 49		1,441 83		May 1, '84	38.66 m. ext. from Nov. 20, 1883. Weighed from May 1, 1884.
42 75				584 01		569 43		July 1, '84	.07 m. increase. Weighed from Mar. 19, 1884.
				2,448 79				Dec. 12, '88	New. Weighed from May 1, 1884.
				2,714 06				July 2, '83	Weighed from Mar. 19, 1884.
42 75				2,393 21		2,223 19		July 1, '84	New. 1.11 m. decrease. 13.18 m. from Nov. 1, 1881, 1.10 m. from Mar. 4, 1884. Weighed from Mar. 19, 1884.
42 75				730 46		651 51		July 1, '83	See returns Apr., 1883. Weighed from July 24, 1883.
42 75				1,701 43		1,474 62		July 1, '84	.17 m. decrease. Weighed from Mar. 19, 1884.
58 00				2,506 86		2,292 79		Mar. 19, '84	16.12 m. ext. from July 2, 1883. Weighed from Mar. 19, 1884.
47 08				1,053 01		1,061 32		Sept. 4, '83	4.32 m. ext. from June 4, 1883. Weighed from Sept. 4, 1883.
49 59				2,441 88		1,140 97			27.10 m. ext. from Nov. 1, 1883. Weighed from Apr. 16, 1883.
47 08				183 28		176 63		July 1, '84	Weighed from Mar. 19, 1884.
				694 28				Jan. 21, '84	27.6 m. from July 2, 1883; 3.5 m. from Nov. 21, 1883; 14.5 m. from Jan. 21, 1884. Weighed from May 1, 1884.
42 75				775 65		692 55		July 1, '84	Weighed from Mar. 19, 1884.
48 74				1,629 83		1,669 10		July 1, '84	Do.
42 75				1,191 73		1,061 91		July 1, '84	.05 m. increase. Weighed from Mar. 19, 1884.
60 71				768 08		1,092 78		July 1, '84	Weighed from Mar. 19, 1884.
42 75				2,216 28		2,928 37		July 1, '84	.11 m. decrease. Weighed from Mar. 19, 1884.
60 71				4,970 13		4,124 63		Apr. 16, '84	52.50 m. ext. from Feb. 5, 1884. Weighed from Apr. 16, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
266	Ohio ..	21058	Wellston, Springfield.	Ohio Southern R.R.	118.89	270	.....	apt., 14 by 7, f. f., s. l.	7.25	47 03
267	Fla ...	16008	Volusia, Leesburgh.	Saint John's and Lake Eustis Rwy.	49.75	264	18	14 by 7.4. No clerk.	6	47 03
267a	Ky....	20027	Asherville, Richardson.	Chattaroi Rwy ..	50.36	263	20	10 by 6.10, f. f., s. l.	9.73	47 03
268	Ohio ..	21065	Delphos, Kokomo.	Toledo, Cincinnati and St. Louis R. R.	108.02	259	20	10.5 by 7.6, f. f., s. l.	6	46 17
268a	Ky....	20024	Lebanon, Greensburgh.	Louisville and Nashville R. R.	31.80	255	12	no apt .....	6	46 17
269	Ind ...	22011	Cambridge City, Columbus.	Pennsylvania Co.	63.58	253	.....	10.10 by 8.4, f. f., s. l.	6	46 17
269a	Tenn..	19020	Wartrace, Shelbyville.	Nashville, Chattanooga and St. Louis Rwy.	8.36	253	18	no apt .....	15	46 17
270	Ill ....	23056	Geneva, Aurora	Chicago and Northwestern Rwy.	10.62	251	20	no apt .....	30	46 17
271	Miss ..	18015	Artesia, Starkville.	Mobile and Ohio R. R.	11.60	351	11	in b. c .....	7	46 17
272	Mich..	24025	Saginaw Junction (n.o.), East Saginaw.	Port Huron and Northwestern Rwy.	78.85	248	25.5	9.6 by 6, f. f. ....	12	46 17
272a	Ky....	20021	Harrodsburgh, Harrodsburgh Junction.	Southwestern R. R.	5.44	249	15	no apt .....	18	46 17
273	Ohio ..	21063	Bellaire, Zanesville.	Bellaire, Zanesville and Cincinnati Rwy.	112.57	243	15	12 by 7.8, f. f., s. l.	8.29	45 13
274	Mich..	24007	Kalamazoo, South Haven.	Michigan Central R. R.	40.18	241	12.39	apt., 12.7 by 6.6, f. f., s. l.	12	45 32
275	Mich..	24064	Pontiac, Caseville.	Pontiac, Oxford and Port Austin R. R.	100.73	241	20	9 by 7, s. l. ....	6	45 32
276	Mich..	24036	Trenton, Fayette.	Lake Shore and Michigan Southern Rwy.	68.40	240	20.3	10.4 by 6.8, (av.), s. l.	7.57	45 32
277	Ohio ..	21046	Painesville, Youngstown.	Painesville and Youngstown R. R.	62.43	239	18	apt., 12 by 6, f. f., s. l.	6	45 32
278	Ohio ..	21066	Hillsboro', Sardinia.	Columbus and Maysville R. R.	19.59	239	10	no apt .....	6	45 32
279	Ohio ..	21027	Xenia, Springfield.	Pittsburgh, Cincinnati and St. Louis Rwy.	19.99	238	25	no apt .....	21	45 32
280	Ga ....	15023	Brunswick, Albany.	Brunswick and Western R. R.	171.73	238	21	apt., 14.6 by 8.7, f. f., s. l.	7	45 32
281	Mo....	28053	North Springfield, Chadwick.	St. Louis and San Francisco Rwy.	34.79	237	10	no apt .....	7	45 32
282	Ga ....	15037	Augusta, Greenwood.	Augusta and Knoxville R. R.	68.30	235	14	apt., 10.3 by 6.10, f. f., s. l.	13	44 46
283	Mich..	24060	Port Huron, Almont.	Port Huron and Northwestern Rwy.	34.52	235	20.7	no apt .....	12	44 46
284	Miss ..	18007	Muldon, Aberdeen.	Mobile and Ohio R. R.	9.50	230	13	in b. c .....	7	44 46
285	Ohio ..	21079	Solon, Chagrin Falls.	Chagrin Falls and Southern R. R.	6.08	228	10	no apt .....	18	44 46
286	Ala ...	17016	Opelika, Goodwater.	Columbus and Western Rwy.	60.15	228	13	apt., 15 by 9, f. f., s. l.	6	44 46
287	S. C ...	14011	Spartanburgh, Hendersonville.	Asheville and Spartanburgh R. R.	50.75	225	15	7.2 by 6, f. f., s. l.	6	44 46
288	Ohio ..	21044	Harbor, Youngstown.	Pennsylvania Co.	63.10	224	27	19.6 by 8.4 (av.), f. f., s. l.	7.01	44 46
289	Ind ...	22030	Terre Haute, Worthington.	Terre Haute and Southeastern R. R.	40.98	224	16	11.5 by 6.10, f. f., s. l.	6	44 46

*States and Territories in which the contract term expired June 30, 1884, &c.—Continued.*

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
..... 44 46	.....	.....	3,591 39	.....	5,285 84	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	2,839 74	.....	2,126 81	.....	July 1, '84	Do.
..... 43 61	.....	.....	2,368 43	.....	2,208 84	.....	July 1, '84	3.70 m. ext. from July 23, 1883. Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	4,987 28	.....	4,630 67	.....	July 1, '84	.30 m. decrease. Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	1,468 20	.....	841 32	.....	July 1, '84	.20 m. decrease. Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	2,935 48	.....	2,718 04	.....	July 1, '84	2.03 m. decrease. Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	385 98	.....	357 81	.....	July 1, '84	.01 m. decrease. Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	490 32	.....	166 29	.....	Nov. 15, '83	6.73 m. ext. Weighed from Apr. 16, 1884.
..... 42 75	.....	.....	535 57	.....	495 90	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 48 74	.....	.....	3,640 50	.....	3,843 15	.....	July 1, '84	Do.
..... 42 75	.....	.....	251 16	.....	240 25	.....	July 1, '84	.18 m. decrease. Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	5,101 67	.....	1,838 25	.....	July 1, '84	16.95 m. from Oct. 1, 1883; 52.62 m. from Dec. 15, 1883. Weighed from May 1, 1884.
..... 43 61	.....	.....	1,820 95	.....	1,752 24	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	.....	.....	4,565 04	.....	.....	.....	July 1, '84	New. Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	3,099 88	.....	2,924 10	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	2,829 32	.....	2,637 24	.....	July 1, '84	.74 m. increase. Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	887 81	.....	837 47	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	905 94	.....	857 13	.....	July 1, '84	.06 m. decrease. Weighed from Mar. 19, 1884.
..... 38 48	.....	.....	7,782 80	.....	6,623 56	.....	July 1, '84	.66 m. decrease. Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	1,576 68	.....	1,205 55	.....	Apr. 16, '84	6.81 m. from July 16, 1883. Weighed from Apr. 16, 1884.
..... 42 75	.....	.....	3,036 61	.....	2,919 82	.....	July 1, '84	Do.
..... 43 61	.....	.....	1,534 75	.....	1,505 42	.....	July 1, '84	Do.
..... 42 75	.....	.....	422 37	.....	406 12	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 43 61	.....	.....	270 31	.....	255 55	.....	July 1, '84	.22 m. increase. Weighed from Mar. 19, 1884.
..... 48 74	.....	.....	2,674 26	.....	2,940 97	.....	July 1, '84	.19 m. decrease. Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	2,256 34	.....	2,190 93	.....	July 1, '84	.50 m. decrease. Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	2,805 42	.....	2,733 86	.....	July 1, '84	.85 m. decrease. Weighed from Mar. 19, 1884.
..... 43 61	.....	.....	1,821 97	.....	1,771 87	.....	July 1, '84	.35 m. increase. Weighed from Mar. 19, 1884.

H. — Table showing the readjustment of the rates of pay per mile on railroad routes in

			Mahoning town.						
298	Ga ..	15038	Dupont, Branford.	Savannah Florida and Western Rwy.	72.82	186.20	17.6 by 9.1, f. f., a. l.	20	42.75
299	W. Va	12011	Weston, Buckhannon.	Weston and Buckhannon R. R.	16.29	186.12	no apt .....	12	42.75
300	Iowa ..	27058	Des Moines, Cedar Falls.	Wisconsin, Iowa and Nebraska Rwy.	107.40	183.21	15.6 by 8.8, a. l.	6	42.75
301	Conn..	5002	Stanford, New Canaan.	Stanford and New Canaan R. R.	8.89	164.9	in b. c .....	12	42.75
302	Mich..	24061	Palm Station, Sand Beach.	Port Huron and Northwestern Rwy	18.83	163.20.3	no apt .....	12	42.75
303	S. C ..	14018	Kingville, Camden.	South Carolina Rwy.	39.28	163.15	in b. c .....	12	42.75
304	Ohio ..	21091	Toledo, Findlay.	Toledo and Indianapolis Rwy	44.72	161.20	no apt .....	6	42.75
305	Ohio ..	21054	Dayton, Iron- ton.	Toledo, Cincinnati and St. Louis R. R.	169.19	160.20	apt., 12 by 5.8, f. f., a. l.	6	42.75
306	Nebr ..	34023	Kenesaw, Hol- drege.	Nebraska and Colorado R. R.	49.33	159.11	no apt .....	....	42.75
307	Ga ..	15043	Belton, Tallu- lah.	Northeastern R. Co. of Ga.	21.23	153.20	10.2 by 7.2, f. f., a. l.	6	42.75
308	Miss ..	18017	Durant, Lex- ington.	Illinois Central R. R.	13.16	149.12½	in b. c .....	6	42.75
309	S. C ..	14020	Lanes, George- town.	Georgetown and Lanes R. R.	39.20	148.20	in b. c .....	7	42.75
310	Mich ..	24050	Buchanan, Ber- rien Springs.	St. Joseph's Val- ley R. R.	11.07	147.15	no apt .....	12	42.75
311	N. J. ...	7058	Two Bridges Junction (n. o.), Strouds- burgh.	New York, Sus- quehanna and Western R. R.	47.85	143.25	apt., 12.4 by 6.9, 1 l.	6	42.75
312	Fla ..	16009	Hart's Road, Jacksonville.	Fernandina and Jacksonville R. R.	23.37	141.22½	in b. c .....	12	42.75
313	Ga ....	16034	Gainesville, Social Circle.	Gainesville, Jef- ferson and Southern R. R.	52.27	138.12	no apt .....	6	42.75
314	Mich ..	34063	Lawton, Hart- ford.	Paw Paw and Toledo and South Haven R. R.	20.21	136.7.87	no apt .....	10.92	42.75
315	W. Va.	12912	Grafton, Phil- lipi.	Grafton and Greenbrier R. R.	24	132.12	no apt .....	6	42.75



States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per an- num for r. p. o. cars.	Former net ver miles	p. o. cars.	Amount of annual pay for transpor- tation.		Former amount of annual pay for r. p. o. cars.		
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	
42 75			4,017 35		2,090 18		July 1, '84 Dec. 10, 1883, on 5.80 m. ext. Weighed from Apr. 16, 1884.
42 75			1,085 48		1,072 50		July 1, '84 .08 m. increase. Weighed from Mar. 19, 1884.
42 75			2,955 01		2,012 23		July 1, '84 .07 m. decrease. 20.76 m. from Sept. 1, 1883. Weighed from Mar. 19, 1884.
			235 49				Aug. 15, '83 New. Weighed from Aug. 15, 1883.
42 75			1,365 92		1,365 00		July 1, '84 .15 m. decrease. Weighed from Mar. 19, 1884.
42 75			2,632 73		2,670 13		July 1, '84 .25 m. increase. Weighed from Mar. 19, 1884.
			6,112 94				Mar. 20, '84 23.72 m. pay same as additional train on route 24020. New. Weighed from May 1, 1884.
53 01			786 00		997 68		July 1, '84 .42 m. decrease. Weighed from Mar. 19, 1884.
135 96			3,104 50		7,850 05		July 1, '84 .17 m. increase. 23.00 m. from Jan. 22, 1883. Weighed from Mar. 19, 1884.
			606 39				Dec. 10, '83 New. Weighed from July 23, 1884.
			4,143 75				96.93 m. from Feb. 25, 1884. Weighed from Apr. 16, 1884.
			380 94				Ext. Hudson to Cedar Falls not weighed.
							Aug. 20, '83 New. Weighed from Aug. 20 1883.
70 11			804 98		1,331 17		July 1, '84 Weighed from Mar. 19, 1884.
54 72			1,679 22		2,135 72		July 1, '84 .25 m. increase. Weighed from Mar. 19, 1884.
			1,911 78				June 4, '83 New. Weighed from Mar. 19, 1884.
47 88			7,222 87		5,618 23		June 1, '84 1.28 m. increase. 50.57 m. from Nov. 5, 1883. Weighed from Mar. 19, 1884.
			1,728 68				Feb. 20, '84 New. Weighed from Apr. 16, 1884.
			1,087 58				Aug. 15, '82 .02 m. decrease. New. Weighed from Mar. 19, 1884.
			562 59				Aug. 6, '83 New. Weighed from Mar. 19, 1884.
			1,875 80				Jan. 24, '84 Do.
44 46			473 24		492 17		July 1, '84 Weighed from Mar. 19, 1884.
			2,045 58				July 23, '83 New. Weighed from Nov. 15, 1883.
66 89			984 79		1,551 87		July 1, '84 Weighed from Mar. 19, 1884.
			2,224 54				May 1, '84 New. Weighed from June 4, 1884.
			803 97				July 1, '84 New. Weighed from Mar. 19, 1884.
			1,026 00				Mar. 17, '84 New. Weighed from Aug. 12, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
316	Mo....	28035	Neelysville, Doniphan.	St. Louis, Iron Mountain and Southern Rwy.	20.09	131 8		no apt .....	6	42 75
317	Miss ..	18016	Meridian, Ellisville.	New Orleans and Northeastern R. R.	65.03	131 28		in b. c.; no clerk.	6	42 75
318	Wis....	25055	Brandon, Markesan.	Chicago, Milwaukee and St. Paul Rwy.	11.78	130 17		no apt .....	6	42 75
319	Mo....	28055	Clinton, Brownington.	Kansas City and Southern Rwy.	11.55	123 18		no apt .....	6	42 75
320	Pa ....	8139	Lawrenceville, Harrison Valley.	Fall Brook Coal Co.	32.18	120 27		in b. c .....	8.86	42 75
321	Iowa ..	27091	New Sharon, Newton.	Central Iowa Rwy.	33.66	120 12		no apt .....	7.10	42 75
322	Mo ...	28043	Summitville, Bonne Terre.	St. Joe and Desloge Rwy.	13.20	120 15		no apt .....	18	42 75
323	Pa ....	8048	West Chester, Phoenixville.	Pennsylvania R. R.	18.42	118 24		no apt .....	18.94	42 75
324	Ga ...	15034	Monroe, Social Circle.	Gainesville, Jefferson and Southern R. R.	10.72	117 17		in b. c .....	12	42 75
325	Pa ....	8126	Bowmandale, Shippensburg.	Harrisburg and Potomac R. R.	32.45	106 20		in b. c .....	16.65	42 75
326	Wis....	25054	Trempealeau, Galesville.	Chicago and Northwestern Rwy.	8.23	116 20		no apt .....	12	42 75
327	N. H ..	1022	Plymouth, North Woodstock.	Boston, Concord and Montreal R. R.	21.06	115 16		in b. c .....	13.98	42 75
328	N. Y ..	6128	Hayt's Corners, Willard.	Geneva, Ithaca and Sayre R. R.	5.42	113 12		in b. c .....	18	42 75
329	N. Y ..	6126	Buffalo (Erie St.), Black Rock (N.Y.C.), station (n.o.).	Grand Trunk Rwy.	4.59	113 18		apt. 25 by 6.10, 1 line.	6	42 75
330	Dak....	35014	Brookings, Watertown.	Chicago and Northwestern Rwy.	48.24	109 23		no apt .....	6	42 75
331	Nebr..	34024	Chester, Hebron.	Nebraska and Colorado R. R.	11.83	107 12½		no apt .....	12	42 75
332	Ala ...	17028	East and West Junction (n.o.), Broken Arrow.	East and west R. R. of Ala.	41.75	106 15		no apt .....	6	42 75
333	Ind ...	22035	New Salisbury, Corydon.	Louisville, New Albany and Corydon Rwy.	8.39	105 12		no apt .....	6	42 75
334	Nebr..	34022	Wakefield, Hartington.	Chicago, St. Paul, Minn. and Omaha Rwy.	33.80	100 15		no clerk .....	6	42 75
335	Ky....	20031	Madisonville, Providence.	Louisville and Nashville R. R.	16.70	95 10		no apt .....	6	42 75
336	Tex...	31044	Jacksonville, Alto.	Kansas and Gulf Short Line R. R.	28.11	90 20		no apt .....	6	42 75
337	Colo ..	38029	Boulder, Sunset.	Greely, Salt Lake and Pacific Rwy.	13.11	88 10		no apt .....	7	42 75
338	Iowa ..	27088	Eldora Junction (n.o.), Eldora.	Chicago, Iowa and Dakota Rwy.	5.80	68 20		no apt .....	12	42 75
339	Ill ...	23028	Junction, Mound City.	Mound City R.R.	2.94	86 6		no apt .....	6	42 75
340	N. J ..	7020	Pleasantville, Somers Point.	West Jersey R. R.	7.31	79 17		in b. c ...	6	42 75
341	Iowa ..	27082	Winfield, Martinsburgh.	Burlington and Western Rwy.	47.70	78 12.75		no apt .....	6	42 75

States and Territories in which the contract term expired June 30, 1884, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
.....	.....	.....	858 84	.....	.....	.....	July 2, '83	New. Weighed from Apr. 16, 1884.
.....	.....	.....	2,770 02	.....	.....	.....	May 21, '84	36.34 m. from May 1, 1883; 28.69 m. from May 21, 1883. Weighed from Nov. 1, 1884.
.....	.....	.....	503 59	.....	.....	.....	July 1, '83	New. Weighed from Mar. 19, 1884.
.....	.....	.....	493 76	.....	.....	.....	Mar. 15, '84	New. Weighed from Apr. 16, 1884.
.....	64 13	.....	1,375 69	.....	832 40	.....	Aug. 14, '84	19.2 m. from Oct. 29, 1883. Weighed from Aug. 14, 1884.
.....	.....	.....	1,438 96	.....	.....	.....	July 2, '83	New. Weighed from Apr. 16, 1884.
.....	.....	.....	564 88	.....	.....	.....	July 2, '83	New. Weighed from Apr. 16, 1884.
.....	38 48	.....	787 45	.....	274 74	.....	May 1, '83	11.28 from Mar. 17, 1884. Weighed from May 5, 1884.
.....	.....	.....	458 28	.....	.....	.....	June 1, '81	New. Weighed from Mar. 19, 1884.
.....	34 20	.....	1,387 23	.....	862 86	.....	Aug. 14, '84	7.22 m. from Feb. 1, 1884, extension. Weighed from Aug. 14, 1884.
.....	.....	.....	351 83	.....	.....	.....	Apr. 23, '83	New. Weighed from Apr. 16, 1884.
.....	.....	.....	900 81	.....	.....	.....	July 2, '83	New. Weighed from Sept. 4, 1883.
.....	.....	.....	231 70	.....	.....	.....	July 2, '83	New. Weighed from Sept. 4, 1883.
.....	.....	.....	196 22	.....	.....	.....	May 16, '83	New. Weighed from June 11, 1883.
.....	.....	.....	1,462 47	.....	.....	.....	Dec. 10, '83	New. 3.4 m. from Feb. 1, 1883. Weighed from Apr. 16, 1884. 14.03 m. from Dec. 10, 1883.
.....	.....	.....	505 73	.....	.....	.....	Feb. 20, '84	New. Weighed from Apr. 16, 1884.
.....	.....	.....	1,784 81	.....	.....	.....	Nov. 1, '83	New. Weighed from Mar. 19, 1884.
.....	.....	.....	358 67	.....	.....	.....	Dec. 20, '83	New. Weighed from Mar. 19, 1884.
.....	.....	.....	1,444 95	.....	.....	.....	Dec. 15, '83	New. Weighed from Apr. 16, 1884.
.....	42.75	.....	713 92	.....	705 80	.....	July 1, '84	.19 m. increase. Weighed from May 10, 1884.
.....	.....	.....	514 28	.....	.....	.....	Oct. 15, '83	16.08 m. from Mar. 12, 1883; 12.03 m. from Oct. 15, 1883. Weighed from Apr. 16, 1884. New.
.....	.....	.....	560 45	.....	.....	.....	Dec. 1, '83	3.78 m. from Dec. 1, 1883; 9.33 m. from Jan. 1, 1884. Weighed from Apr. 16, 1884. New.
.....	.....	.....	247 95	.....	.....	.....	Mar. 15, '83	New. Weighed from Dec. 17, 1883.
.....	.....	.....	125 68	.....	.....	.....	Aug. 1, '83	New. Weighed from March 19, 1883.
.....	.....	.....	312 50	.....	.....	.....	June 13, '83	New. Weighed from Sept. 4, 1883.
.....	.....	.....	2,039 17	.....	.....	.....	July 1, '83	From June 15, 1882, 22.59 m.; from Dec. 1, 1882, 25 m. ext.; from Jan. 1, 1883, 22.59 m.; from Apr. 10, 1883, 47.67 m. New. .03 m. increase. Weighed from July 25, 1883.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole dis- tance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches. in b. c .....		Dollars.
367	W. Va.	12009	Sharon, Elkins	West Virginia, Central and Pittsburgh Rwy.	21.63	21 11			6	42.75
368	Cal....	46042	Mojave, Needles	Southern Pacific R. R.	240.46	237 23		apt. 1 line .....	7	36.25
369	Wis...	25032	Ashland Junction (n. o.), Ashland.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	4.64	68 20		no apt .....	12	34.20
370	Fla ...	16013	Tallahassee, St. Marks.	Florida Central and Western R. R.	21.89	15 20		in b. c .....	3	29.93
371	Minn...	26050	Crookston, St. Hilaire.	St. Paul, Minn. and Manitoba Rwy.	28.73	29 14		no apt.....	3	29.92
372	N. Y ..	6125	Hopewell Junction, Hicopee Junction (n. o.).	New York and New England R. R.	11.19	20 28		6.6 by 8.10, 1 line.	6	.15
Total .....										
Increase over former amount of pay by readjustment. ....										

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.		
.....	.....	.....	605 34	.....	.....	.....	Aug 1, '83	New. 7.47 m. from July 2, 1883; 14.16 m. from Aug. 1, 1884. Weighed from Apr. 16, 1884.
.....	.....	.....	5,792 75	.....	.....	.....	Oct. 15, '83	80.66 m. from May 10, 1883. Weighed from Apr. 16, 1884; 159.80 m. from Oct. 15, 1883.
.....	.....	.....	158 68	.....	.....	.....	Nov. 20, '83	New. Weighed from Apr. 16, 1884.
.....	29.92	.....	655 16	.....	654 94	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	.....	.....	859 60	.....	.....	.....	Sept. 15, '83	New. Weighed from Mar. 19, 1884.
.....	.....	.....	167 85	.....	.....	.....	May 1, '83	Lap service. Weighed from Mar. 26, 1884.
.....	.....	.....	6,334,802 89	.....	5,075,546 65	.....		
.....	.....	.....	5,075,546 65	.....	.....	.....		
.....	.....	.....	1,259,256 24	.....	.....	.....		

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches. in b. c . . . . .		Dollars.
367	W. Va.	12009	Sharon, Elkins	West Virginia, Central and Pittsburgh Rwy.	21. 63	21 11			6	42. 75
368	Cal. . . .	46042	Mojave, Needles	Southern Pacific R. R.	240. 46	237 23		apt. 1 line . . . . .	7	36. 25
369	Wis. . . .	25032	Ashland Junction (n. o.), Ashland.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	4. 64	68 20		no apt . . . . .	12	34. 20
370	Fla . . . .	16013	Tallahassee, St. Marks.	Florida Central and Western R. R.	21. 89	15 20		in b. o . . . . .	3	29. 93
371	Minn. . . .	26050	Crookston, St. Hilaire.	St. Paul, Minn. and Manitoba Rwy.	28. 73	29 14		no apt. . . . .	3	29. 92
372	N. Y . . .	6125	Hopewell Junction, Hicopee Junction (n. o.).	New York and New England R. R.	11. 19	20 28		6. 6 by 8. 10, 1 line.	6	. 15
Total . . . . .										
Increase over former amount of pay by readjustment. . . . .										

## Index to Table H—Continued.

Title.	Order.	No. of route.	Title.	Order.	No.
Euroka Springs Railway .....	219	20013	Lake Shore and Michigan Southern Railway .....	170	24029
Evansville and Terre Haute R. R. ....	68	22012	Do .....	178	21062
Fall Brooks Coal Co .....	109a	8150	Do .....	187	24005
Do .....	320	8139	Do .....	237	24024
Fernandina and Jacksonville R. R. ....	313	15034	Do .....	276	24036
Florida Central and Western R. R. ....	176	16006	Do .....	362	23060
Do .....	370	16003	Litchfield, Carrollton and Western R. R. ....	22a	20004
Do .....	205	16002	Louisville and Nashville R. R. ....	25a	20005
Florida Southern Railway .....	241	16012	Do .....	25b	20017
Do .....	355	16017	Do .....	35a	20015
Florida Transit R. R. ....	142	16011	Do .....	56b	19006
Do .....	172	16001	Do .....	109a	20007
Flint and Pere Marquette R. R. ....	65	24015	Do .....	113a	20003
Do .....	110	24048	Do .....	118a	20025
Do .....	138	24045	Do .....	216a	20012
Do .....	258	24049	Do .....	237a	20011
Fort Wayne, Cincinnati and Louisville R. R. ....	262	22042	Do .....	268a	20024
Fremont, Elkhorn and Missouri Valley R. R. ....	121	34010	Do .....	325	20031
Gainesville, Jefferson and Southern R. R. ....	324	15034	Do .....	360	23031
Do .....	354	15045	Louisville, Evansville and Saint Louis Railway .....	160	22048
Do .....	356	15045	Do .....	184	22032
Geneva, Ithaca and Sayre R. R. ....	328	6128	Do .....	239	22023
Georgetown and Lanes R. R. ....	209	14020	Do .....	260	22034
Georgia Pacific Railway .....	212	15042	Louisville, New Albany and Chicago Railway .....	130	22008
Georgia R. R. ....	62	15004	Louisville, New Albany and Corydon Railway .....	323	22035
Do .....	156	15021	Maryland Central R. R. ....	259	10024
Do .....	215	15007	Marietta and North Georgia R. R. ....	292	15030
Grafton and Greenbrier R. R. ....	315	12012	Marquette, Houghton and Ontonagon R. R. ....	208	24040
Grand Rapids and Indiana R. R. ....	85	24018	Memphis and Charleston R. R. ....	75	17005
Do .....	171	22021	Michigan and Ohio R. R. ....	296	24019
Grand Trunk Railway .....	329	6126	Michigan Central R. R. ....	26	24006
Greely, Salt Lake and Pacific Railway ..	337	38029	Do .....	47	24035
Gulf, Colorado and Santa Fe Railway ..	153	31027	Do .....	82	24010
Harrisburg and Potomac R. R. ....	325	8126	Do .....	83	24013
Houston, East and West Texas Railway ..	223	31023	Do .....	105	24009
Indiana, Bloomington and Western Railway ..	61	22018	Do .....	143	24008
Do .....	112	21033	Do .....	261	24014
Do .....	124	21012	Do .....	274	24007
Do .....	185	20055	Michigan Midland and Canada R. R. ....	263	24037
Indiana, Illinois and Iowa R. R. ....	204	23082	Milford, Franklin and Providence R. R. ....	343	3075
Indianapolis and Saint Louis Railway ..	103	22025	Milwaukee and Northern and Wisconsin and Michigan R. R. ....	101	25016
Do .....	115	22043	Do .....	114	25016
Illinois Central R. R. ....	53	18001	Milwaukee, Lake Shore and Western Railway .....	265	25050
Do .....	308	18017	Do .....	366	25045
Jacksonville, Saint Augustine and Halifax River Railway .....	202	16016	Mississippi and Tennessee R. R. ....	144	18002
Jacksonville Southern Railway .....	249	23046	Missouri Pacific Railway .....	190a	33040
Jacksonville, Tampa and Key West Railway ..	92	16018	Mobile and Girard R. R. ....	211	17008
Junction City and Kearney R. R. ....	167a	33015	Mobile and Ohio R. R. ....	139	18004
Kentucky Central R. R. ....	67a	20002	Do .....	231	18014
Do .....	154a	20015	Do .....	271	18056
Do .....	187a	20032	Do .....	284	18007
Do .....	255a	20030	Monson R. R. ....	346	23
Kansas, Gulf and Short Line R. R. ....	336	31044	Mound City R. R. ....	339	33028
Kansas City, Springfield and Memphis R. R. ....	162	28017	Nashville, Chattanooga and Saint Louis Railway .....	51b	19004
Kansas City and Southern Railway .....	319	28055	Do .....	103a	19007
Laurens Railway .....	294	14012	Do .....	206a	19001
Lake Erie and Western Railway .....	180	21020	Do .....	254a	19003
Lake Shore and Michigan Southern Railway ..	1	6052	Do .....	269	19020
Do .....	2	6052	Natchez, Jackson and Columbus R. R. ....	107	18010
Do .....	3	6052	Nebraska and Colorado R. R. ....	306	34023
Do .....	4	6052	Do .....	331	34024
Do .....	7	6052	New York and New England R. R. ....	372	6125
Do .....	12	6052	New York, Chicago and Saint Louis Railway .....	175	21089
Do .....	14	21007	New York, Pennsylvania and Ohio R. R. ....	55	21015
Do .....	16	21045	Do .....	81	21034
Do .....	52	24001	Do .....	248	21037
Do .....	117	24053	Do .....	342	21093
Do .....	167	21002			

## Index to Table H—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
New York, Susquehanna and Western R. R. ....	311	7058	Saint Paul, Minneapolis and Manitoba Railway .....	44	26040
Do .....	359	7059	Do .....	59	25005
New York, Texas and Mexican Railway .....	180	31036	Do .....	64	26005
New Orleans and North Eastern R. R. ....	174	18016	Do .....	57	26004
Do .....	317	18016	Do .....	88	26006
Northeastern R. R. ....	34	14005	Do .....	173	26039
Northeastern R. R. of Ga .....	307	15043	Do .....	200	35003
Northern Pacific R. R. ....	106	26001	Do .....	363	26049
Ohio and Mississippi Railway .....	24	22010	Do .....	371	26050
Do .....	57	22019	Savannah, Florida and Western Railway .....	36	15009
Ohio Central R. R. ....	189	21068	Do .....	123	15018
Ohio Southern R. R. ....	268	21058	Do .....	126	15044
Omaha and Republican Valley R. R. ....	257	34015	Do .....	138	15031
Omaha and Southwestern R. R. ....	66	34004	Do .....	298	15036
Oregon and California R. R. ....	70	44001	Savannah, Griffin and North Alabama R. R. ....	295	15022
Do .....	91	44001	Scioto Valley Railway .....	84	21051
Oregon Railway and Navigation Company .....	41	44005	Shenango and Alleghany R. R. ....	233a	8051
Do .....	77	44005	Do .....	347	8152
Do .....	361	43010	Ship Island, Ripley and Kentucky R. R. ....	291	18008
Owensboro' and Nashville R. R. ....	200a	20014	Silver City, Deming and Pacific R. R. ....	250	39006
Do .....	268	21055	South and North Alabama R. R. ....	96	14004
Painesville and Youngstown R. R. ....	277	21046	South Carolina Railway .....	104	14003
Paw Paw, Toledo and South Haven R. R. ....	314	24063	Do .....	151	14017
Pensacola and Atlantic R. R. ....	169	16015	Do .....	353	14018
Pennsylvania Company .....	18	21002	Southern Pacific R. R. ....	368	46042
Do .....	33	21006	South Florida R. R. ....	206	16007
Do .....	49	21003	Southwestern R. R. ....	125	15016
Do .....	63	22007	Do .....	183	15011
Do .....	149	22016	Do .....	188	15039
Do .....	165	22001	Do .....	272a	20021
Do .....	197	21008	Stanford and New Canaan R. R. ....	301	5002
Do .....	210	21043	Stony Cove and Catskill Mountain R. R. ....	255	6118
Do .....	288	21044	Terre Haute and Indianapolis R. R. ....	10	22002
Do .....	297	21035	Do .....	11	22044
Do .....	323	8048	Terre Haute and Southeastern R. R. ....	289	22030
Do .....	364	8151	Toledo, Ann Arbor and Grand Trunk Railway .....	232	24020
Philadelphia and Reading R. R. ....	353	8153	Toledo, Cincinnati and Saint Louis R. R. ....	198	21061
Pittsburgh and Lake Erie R. R. ....	56a	8123	Do .....	268	21065
Pittsburgh and Western R. R. ....	195a	8086	Do .....	305	21054
Pittsburgh, Cincinnati and Saint Louis Railway .....	5	21032	Toledo and Indianapolis Railway .....	304	21091
Do .....	21	21014	Traverse City R. R. ....	195	24034
Do .....	97	22014	Union Pacific Railway .....	74	41003
Do .....	113	21011	Valley Railway .....	161	21073
Do .....	117a	8055	Vicksburgh and Meridian R. R. ....	100	18003
Do .....	154	21029	Wabash, Saint Louis and Pacific Railway .....	28	21019
Do .....	158	12005	Do .....	134	22004
Do .....	191	22017	Do .....	155	28012
Do .....	279	21027	Do .....	192	22027
Pontiac, Oxford and Port Austin R. R. ....	275	24064	Do .....	217	23029
Port Huron and Northwestern Railway .....	182	24042	Do .....	256	23083
Do .....	272	24025	Warner Iron Company .....	357	19023
Do .....	283	24060	Western and Atlantic R. R. ....	35	15002
Do .....	302	24061	West Jersey R. R. ....	340	7020
Portland and Ogdensburgh R. R. ....	120	10	Do .....	351	7060
Port Royal and Augusta R. R. ....	229	14010	Weston and Buckannon R. R. ....	299	12011
Richmond and Danville R. R. ....	30	15001	West Virginia Central and Pittsburgh Railway .....	367	12009
Republican Valley R. R. ....	245	34019	Wheeling and Lake Erie R. R. ....	203	21080
Rochester and Pittsburgh R. R. ....	242	6127	White Water R. R. ....	216	21031
Do .....	253	6130	Wilmington, Columbia and Augusta R. R. ....	40	14002
Rome R. R. ....	238	15008	Wisconsin Central R. R. ....	93	25017
Saginaw Valley and Saint Louis R. R. ....	194	24034	Do .....	127	25017
Saint Joe and Desloge Railway .....	322	28043	Do .....	128	21030
Saint John's and Lake Eustis Railway .....	267	16008	Do .....	129	28036
Saint Joseph's Valley R. R. ....	310	24050	Wisconsin, Iowa and Nebraska Railway .....	300	27056
Saint Louis and San Francisco Railway .....	281	28053	Wisconsin, Pittsvelle and Superior Railroad .....	348	25056
Saint Louis, Fort Scott and Wichita R. R. ....	242a	33036	York and Peach Bottom Railway .....	256a	8092
Saint Louis, Iron Mountain and Southern Railway .....	316	28035			
Saint Paul and Duluth R. R. ....	349	26051			



I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1883, and June 30, 1884, and the increase or decrease of 1884 as compared with 1883, and the reasons therefor.

Number of route.	State.	Terminal.	Corporate title of company.	June 30, 1883.		June 30, 1884.		Increase per annum of 1884 over 1883.	Decrease per annum of 1884 over 1883.
				Length of route.	Pay per annum.	Length of route.	Pay per mile.		
				Miles.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.
5	Me	Portland and Skowhegan	Maine Central R. R.	102.56	1,601 98	102.56	1,601 98	15 62	
6	Me	Portland and Bangor	do	137.72	13,772 00	137.72	13,772 00	100 00	
12	Me		do	114.02	4,275 75	114.02	4,275 75	37 50	
1001	N. H.		Concord R. R. Corporation	36.28	1,451 20	36.28	1,451 20	40 00	
1005	N. H.		Boston, Concord and Montreal R. R.	94.01	3,880 87	94.01	3,880 87	9 37	
1006	N. H.	Concord and White River Junction.	Northern R. R.	68.64	2,828 77	68.64	2,828 77	40 62	
2001	Vt.	Burlington and Rouse's Point.	Central Vermont R. R.	57.10		57.10			
Part.	Vt.	Essex Junction and Saint Albans.	do	24.50	1,570 15	24.50	1,570 15	50 00	
Part.	Vt.	Burlington and Saint Albans.	do	32.50		32.50		10 62	
2002	Vt.	Windsor and Essex Junction.	do	110.13		110.13			
Part.	Vt.	White River Junction and Essex Junction.	do	98.00		98.00		50 00	
Part.	Vt.	Windsor and White River Junction.	do	14.13	4,976 62	14.13	4,976 62	13 50	
2003	Vt.	Bellows Falls and Burlington	do	120.30		120.30			
Part.	Vt.		do	67.20	713 66	67.20	713 66	10 62	
2004	Vt.		Sullivan County R. R.	28.32	329 00	28.32	329 00	12 50	
2005	Vt.		Vermont Valley R. R. Co. of 1871.	24.02	300 25	24.02	300 25	12 50	
2010	Vt.	White River Junction and Derby Line.	Connecticut and Passumpsic Rivers and Massachusetts Valley R. R.	115.02		115.02			
Part.	Vt.	White River Junction and Newport.	do	105.30	1,826 23	105.30	1,826 23	12 50	
Part.	Vt.	Wells River and Newport.	do	65.10		65.10		9 37	
2015	Vt.	Rutland and Bennington	Bennington and Rutland R. R.	57.60		57.60			
Part.	Vt.	Rutland and North Bennington.	do	52.50	557 55	52.50	557 55	10 62	
2018	Vt.	North Bennington and State Line (n. o.).	do	1.99		1.99		10 52	
Part.	Vt.	North Bennington Station (n. o.) and State Line (n. o.).	do	1.85	19 64	1.85	19 64	10 62	

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1883, and June 30, 1884, &amp;c.—Continued.

Number of route.	State.	Termini.	Corporate title of company.	June 30, 1883.			June 30, 1884.			Increase per annum of 1884 over 1883.	Decrease per annum of 1884 over 1883.
				Length of route.	Pay per annum.	Pay per mille.	Length of route.	Pay per annum.	Pay per mille.		
3001	Mass.	Boston and Portland.....	Eastern R. R.....	Miles. 109.08	Dollars. 10,908 00	Dollars. 100 00	Miles. 109.08	Dollars. 10,908 00	Dollars. 100 00		
3011	Mass.	do.....	Boston and Maine R. R.....	116.33	31 25	31 25	116.33				
Part.	Mass.	Boston and Wakefield Junction (n. o.).	do.....	9.50	10 00	10 00	9.50	3,730 31	41 25		
Part.	Mass.	Wakefield Junction (n. o.) and Portland.	do.....				106.83	3,730 31	31 25		
3014	Mass.	Wakefield Junction (n. o.) and Newburyport.	do.....	30.80	10 00	10 00	30.80	308 00	10 00		
3016	Mass.	Boston and Lowell.....	Boston and Lowell R. R. Corporation.	26.02	50 00	50 00	26.02	1,301 00	50 00		
3021	Mass.	Boston and Greenfield.....	Fitchburgh R. R.....	105.71	1,982 06	18 75	105.71	1,982 06	18 75		
3022	Mass.	Greenfield and North Adams.....	do.....	37.12	696 00	18 75	37.12	696 00	18 75		
3025	Mass.	Boston and Albany.....	Boston and Albany R. R.....	202.06			202.06				
Part.	Mass.	Boston and Springfield.....	do.....	98.63	25,228 07	185 00	98.63	25,228 07	185 00		
Part.	Mass.	Springfield and Albany.....	do.....	103.43		67 50	103.43		67 50		
3029	Mass.	Pittsfield and North Adams.....	do.....	21.18	211 80	10 00	21.18	211 80	10 00		
3035	Mass.	Boston and Providence.....	Boston and Providence R. R.....	44.19	3,402 63	77 00	44.19	3,402 63	77 00		
3038	Mass.	Boston and South Braintree.....	Old Colony R. R.....	11.36	142 00	12 50	11.36	142 00	12 50		
3039	Mass.	South Braintree Junction (n. o.) and Newport.	do.....	61.25			61.25				
Part.	Mass.	South Braintree Junction (n. o.) and Middleborough.	do.....	23.09	288 62	12 50	23.09	288 62	12 50		
3041	Mass.	Middleborough and Provincetown.	do.....	86.30	1,078 75	12 50	86.30	1,078 75	12 50		
3062	Mass.	Miller's Falls and Brattleborough.	Central Vermont R. R.....	21.39			21.39				
Part.	Mass.	South Vernon Junction (n. o.) and Brattleborough.	do.....	10.28	128 50	12 50	10.28	128 50	12 50		
3067	Mass.	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R.....	52.94	661 75	12 50	52.94	661 75	12 50		
3073	Mass.	Lowell and Nashua.....	Boston and Lowell R. R. Corporation.	14.77	738 50	50 00	14.77	738 50	50 00		
4002	R. I.	Providence and Groton.....	New York, Providence and Boston R. R.	62.10	3,105 00	50 00	62.10	3,105 00	50 00		





20006	Ky.	Bowling Green and Memphis	do	203.26	7,896 00	30 00	203.26	7,896 00	30 00	.....
20017	Ky.	Cincinnati Junction (n. o.) and Louisville and Nashville Junction (n. o.)	do	4.00	240 00	60 00	4.00	240 00	60 00	.....
21001	Ohio	Central Ohio R. R.	do	106.02	4,241 20	40 00	106.02	4,241 20	40 00	.....
21002	Ohio	Pennsylvania Co.	do	466.26	13,592 00	35 00	466.26	13,592 00	35 00	.....
21003	Ohio	do	do	48.26	1,205 00	25 00	48.26	1,205 00	25 00	.....
21006	Ohio	do	do	101.80	2,547 50	25 00	101.80	2,547 50	25 00	.....
21007	Ohio	Lake Shore and Michigan Southern Rwy.	do	74.86	15,743 80	210 81	74.86	10,877 90	145 81	4,865 06
21010	Ohio	Chicago and Newark	do	88.88	3,555 20	40 00	88.88	3,555 20	40 00	.....
21014	Ohio	Columbus and Cincinnati	do	120.16	12,016 00	180 00	120.16	12,016 00	100 00	.....
21015	Ohio	Columbus and Indianapolis	do	180.07	23,833 75	125 00	180.07	33,087 25	175 00	9,453 50
21016	Ohio	Galion and Indianapolis	do	203.96	5,090 00	25 00	203.96	5,090 00	25 00	.....
21019	Ohio	Toledo and Quincy	do	352.54	23,877 60	40 00	352.54	23,877 60	40 00	.....
21021	Ohio	Dayton and Toledo	do	122.00	1,786 87	12 50	122.00	1,786 87	12 50	.....
21023	Ohio	Dayton R. R.	do	142.95	755 12	12 50	142.95	755 12	12 50	.....
21026	Ohio	Cincinnati and Dayton	do	60.41	15,612 00	80 00	60.41	15,612 00	80 00	.....
21028	Ohio	Cincinnati and Parkersburg	do	193.15	43,618 50	225 00	193.15	43,618 50	225 00	.....
21032	Ohio	Columbus and Pittsburgh	do	183.86	14,217 00	50 80	183.86	14,217 00	50 80	.....
21042	Ohio	Cleveland and Cincinnati	do	80.00	25,526 50	190 00	80.00	25,526 50	190 00	.....
21045	Ohio	Toledo and Elkhart	do	134.85	10,841 20	40 00	134.85	10,841 20	40 00	.....
21047	Ohio	Chicago, Ohio, and Chicago, Ill.	do	271.03	9,298 75	125 00	271.03	13,018 25	175 00	3,719 50
22002	Ind.	Indianapolis and Terre Haute	do	74.39	16,035 00	90 00	74.39	16,035 00	90 00	.....
22003	Ind.	Indianapolis and Cincinnati	do	111.50	4,218 50	65 00	111.50	4,218 50	65 00	.....
22005	Ind.	Indianapolis and La Fayette	do	64.00	23,702 00	70 00	64.00	23,702 00	70 00	.....
22010	Ind.	Cincinnati and East Saint Louis	do	338.60	1,811 25	25 00	338.60	1,811 25	25 00	.....
22025	Ind.	Indianapolis and Terre Haute	do	72.45	4,728 75	65 00	72.45	4,728 75	65 00	.....
22029	Ind.	La Fayette and Kaukaee	do	72.75	4,749 75	25 00	72.75	4,749 75	25 00	.....
22043	Ind.	Terre Haute and East Saint Louis	do	160.99	20,836 25	125 00	160.99	20,836 25	125 00	.....
22044	Ind.	do	do	106.60	5,164 50	25 00	106.60	5,164 50	25 00	.....
30001	La.	New Orleans and Canton	do	206.58	.....	.....	206.58	.....	.....	5,164 50

a Increase in distance.

b Fifty-foot cars substituted for 40-foot cars from April 1, 1884.

c Decrease in distance.

d Routes 18001 and 30001 consolidated.

e R. P. O. on 106.70 miles only.

f Decrease in R. P. O. service.

g Additional line of 60-foot R. P. O. cars from September 1, 1883.

h Route discontinued and consolidated with 18001

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1883, and June 30, 1884, &amp;c.—Continued.

Number of route.	State.	Termini.	Corporate title of company.	June 30, 1883.		June 30, 1884.		Increase per annum of 1884 over 1883.	Decrease per annum of 1884 over 1883.
				Length of route.	Pay per annum.	Length of route.	Pay per annum.		
				Miles.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.
25009	Wis.	Chicago and Green Bay <i>a</i> .....	Chicago and Northwestern Rwy.	242.50	12,220 00	242.70	12,216 00		4 00
Part.	Wis.	Chicago and Harvard .....	do	63.00	80 00	62.70	80 00		
Part.	Wis.	Harvard and Green Bay .....	do	179.50	40 00	180.00	40 00		
25010	Wis.	Caledonia and Winona Junction (n. o.). <i>b</i> .....	do	190.02	7,600 80	189.52	7,580 80		20 00
25011	Wis.	Kenosha and Rockford <i>b</i> .....	do	72.50		72.40			
Part.	Wis.	Harvard and Caledonia.....	do	16.00	640 00	14.80	592 00		48 00
25014	Wis.	Winona and Winona Junction (n. o.). <i>b</i> .....	do	30.83	1,233 20	29.82	1,192 80		40 40
27005	Iowa.	Burlington and Union Pacific Transfer (n. o.). <i>c</i> .....	Chicago, Burlington and Quincy R. R.	298.45	19,269 24	291.48	23,318 40	4,049 16	
27014	Iowa.	Davenport and Union Pacific Transfer (n. o.). <i>d</i> .....	Chicago, Rock Island and Pacific Rwy.	317.40		317.95			
Part.	Iowa.	Davenport and Iowa City .....	do	54.50	16,687 50	53.95	16,708 75	19 25	
Part.	Iowa.	Iowa City and Union Pacific Transfer (n. o.). .....	do	262.90		264.00			
28001	Mo.	Saint Louis and Atchison <i>e</i> .....	Missouri Pacific Rwy.	329.75		331.20			
Part.	Mo.	Saint Louis and Kansas City .....	do	282.00	30,587 50	283.45	30,732 50	145 00	
Part.	Mo.	Kansas City and Atchison .....	do	47.75	50 00	47.75	50 00		
25002	Mo.	Saint Louis and Bismarck <i>b</i> ..	Saint Louis, Iron Mountain and Southern Rwy.	77.03	5,006 95	75.28	4,893 20		113 75
28003	Mo.	Saint Louis and Vinita <i>b</i> .....	Saint Louis and San Francisco Rwy.	364.25		360.81			
Part.	Mo.	Saint Louis and Pierce City .....	do	290.25	7,256 25	287.20	7,180 00		76 25
28004	Mo.	Saint Louis and Kansas City <i>f</i> ..	Wabash, Saint Louis and Pacific Rwy.			277.20	13,860 00	13,860 00	
28005	Mo.	Quincy and Saint Joseph <i>g</i> ..	Hannibal and Saint Joseph R. R.	207.15		207.79			
Part.	Mo.	Quincy and Cameron .....	do	171.00	4,275 25	171.51	8,575 50	4,300 25	
28010	Mo.	Kansas City and Cameron <i>h</i> ..	do	55.78	1,394 50	54.98	2,749 00	1,354 50	
28011	Mo.	Sedalia and DeWison City <i>b</i> ..	Missouri Pacific Rwy.	434.51	10,862 75	431.46	10,786 50		76 25
28014	Mo.	Hannibal and Sedalia <i>b</i> .....	do	142.85	3,571 34	142.63	3,565 75		5 59
28020	Mo.	Pierce City and Halstead <i>b</i> .....	Saint Louis and San Francisco Rwy.	243.73	6,093 25	243.67	6,091 75		1 50

No.	Mo.	Stations	415.21	26,988 65	65 00	414.20	26,923 90	65 00	65 05
23000		St. Louis, Iron Mountain and Southern Rwy.							
23001	Ill.	Chicago and Milwaukee	85.37	3,755 28	44 00	85.37	3,755 28	44 00	
23002	Ill.	Chicago and Freeport	121.20	2,668 36	22 90	121.39	2,670 58	22 00	2 39
23003	Ill.	Chicago and Union Pacific	491.18			490.14			
Part.	Ill.	do	219.00	26,304 60	61 67	218.32	27,751 50	65 00	1,445 30
Part.	Ill.	do	272.18		46 87	272.83		50 00	
23007	Ill.	Chicago, Burlington and Quincy R. R.	208.02			208.48			
Part.	Ill.	do	86.61	17,606 85	105 00	37.00	22,962 60	145 00	6,875 75
Part.	Ill.	Aurora and Galesburg	136.11		80 00	126.48		120 00	
Part.	Ill.	Galesburg and Burlington	43.30		80 00	43.00		80 00	
23010	Ill.	Galesburg and Quincy	101.57	5,678 50	50 00	101.09	5,654 50	50 00	24 00
23015	Ill.	Chicago and Davenport	182.92	11,889 80	65 00	182.92	11,889 80	65 00	
23017	Ill.	Chicago and Alton R. R.	281.13	14,056 50	50 00	281.17	15,464 35	55 00	1,407 85
23020	Ill.	Illinois Central R. R.	363.32		115 00	365.53		115 00	
Part.	Ill.	do	55.87		50 00	55.87			1,377 50
Part.	Ill.	do	143.34	17,604 80	50 00	146.23	19,072 30	50 00	
Part.	Ill.	do	164.11		25 00	113.43		25 00	
23021	Ill.	do	346.93		47 00	345.14		47 00	35 72
Part.	Ill.	do	68.80	3,546 35	25 00	60.55	3,582 07	25 00	
Part.	Ill.	do	12.51		40 00	12.51		40 00	34 80
23023	Ill.	Wabash, Saint Louis and Pacific Rwy.	112.57	4,502 80	100 00	113.44	4,537 60	125 00	2,092 50
23035	Ill.	Chicago and Milwaukee	86.80	8,460 00	100 00	86.16	10,772 50	125 00	
23036	Ill.	Aurora and Foreston	82.47	2,061 75	25 00	81.57	2,039 25	25 00	22 50
24006	Mich.	do	286.09	18,595 85	65 00	285.10	18,531 50	65 00	64 35
24009	Mich.	do	296.16		10 00	295.69		10 00	20 80
Part.	Mich.	do	115.55	1,155 50		113.47	1,134 70		
24016	Mich.	Grand Rapids and Indiana R. R.	262.03	982 00	10 00				
Part.	Mich.	do	96.20						
Part.	Mich.	do							
Part.	Mich.	do							
24022	Mich.	Chicago, Milwaukee and Saint Paul Rwy.	197.84	19,784 00	100 00	197.95	3,310 72	13 75	2,328 72
Part.	Wis.	Milwaukee and Portage				93.08	22,122 00	125 00	2,338 00
Part.	Wis.	Portage and La Crosse				104.87		104 00	

a Terminus at Fort Howard from July 1, 1883. Change  
 in distances at the different rates of R. P. O. pay.  
 b Decrease in distance.  
 c Decrease in distance. Increased R. P. O. service.  
 d Change in distance.  
 e Increase in distance.  
 f A double line of 40-foot R. P. O. cars established from  
 November 1, 1883.  
 g Increase in distance and an additional line of 40-foot  
 cars from October 15, 1883.  
 h Decrease in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.  
 i Increase in distance and increase in length  
 of R. P. O. cars.  
 j Decrease in distance, and an additional line of 40-foot  
 R. P. O. cars between Milwaukee and Portage from  
 March 28, 1884.  
 k Increase in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.  
 l Increase in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.  
 m Increase in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.  
 n Decrease in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.  
 o Route extended.  
 p Increase in distance, and an additional line of 40-foot  
 R. P. O. cars between Milwaukee and Portage from  
 March 28, 1884.  
 q Increase in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.  
 r Increase in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.  
 s Increase in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.  
 t Increase in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.  
 u Increase in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.  
 v Increase in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.  
 w Increase in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.  
 x Increase in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.  
 y Increase in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.  
 z Increase in distance and an additional line of 40-foot  
 R. P. O. cars from July 1, 1883.

I.—Table showing the pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1883, and June 30, 1884, &amp;c.—Continued.

Number of route.	State	Termini.	Corporate title of company.	June 30, 1883.		June 30, 1884.		Increase per annum of 1884 over 1883.	Decrease per annum of 1884 over 1883.
				Length of route.	Pay per annum.	Length of route.	Pay per annum.		
26913	Minn.	Minneapolis and La Crosse	Chicago, Milwaukee and Saint Paul Rwy.	Miles. 142.53	Dollars. 7,126 50	Miles. 142.57	Dollars. 21,385 56	Dollars. 14,259 00	Dollars
33901	Kans.	Kansas City and Denver <sup>b</sup>	Union Pacific Rwy	{ 303.54	{ 25 00	{ 302.70	{ 11,781 50	{ 25 00	{ 21 10
33010	Kans.	Atchison and South Pueblo	Atchison, Topeka and Santa Fé R. R.	{ 337.12	{ 12 50	{ 337.12	{ 12 50	{ 12 50	{ 21 10
33016	Kans.	do	do	568.19	25 00	568.19	14,204 75	25 00	
34001	Nebr.	do	do	68.62	25 00	67.58	1,069 50	25 00	25 00
34002	Nebr.	do	do	{ 374.42	{ 75 00	{ 374.42	{ 61,064 50	{ 75 00	{ 50 00
34004	Nebr.	Omaha and Orecopolis Junction (n. o.).	Union Pacific Rwy	638.66	50 00	638.66	61,064 50	50 00	
34009	Nebr.	Eastings and Denver <sup>d</sup>	Burlington and Missouri River R. R. (in Nebr.).	191.11	25 00	147.50	3,687 50	25 00	
34007	Nebr.	Denver and Cheyenne	do	147.50	25 00	147.50	3,687 50	25 00	
34017	Calo.	Julesburgh and La Salle Station (n. o.).	Missouri River	16.60	25 00	16.60	415 00	25 00	
46001	Cal	San Francisco and Ogden City	Republican Valley R. R.	415.68	25 00	415.68	10,397 00	25 00	10,397 00
46003	Cal	Roseville and Redding	Denver Pacific Rwy and Telegraph Co.	106.66	25 00	106.66	1,155 00	25 00	
46010	Cal	Lathrop and Goshen (n. o.)	Part R. P. O.	40.20	25 00	40.20	1,155 00	25 00	
46014	Cal	Goshen (n. o.) and Yuma	Colorado Central R. R.	151.16	25 00	151.16	3,799 00	25 00	
46032	Cal	Port Costa and Lathrop	Central Pacific R. R.	50.41	75 00	50.41	42,961 75	75 00	
			do	783.62	50 00	783.62	42,961 75	50 00	
			do	151.74	25 00	151.74	3,793 50	25 00	
			do	146.25	25 00	146.25	3,658 75	25 00	
			Southern Pacific R. R.	490.33	25 00	490.33	3,658 75	25 00	
			Part R. P. O.	241.62	25 00	241.62	6,040 50	25 00	
			Central Pacific R. R. (deceased San Pablo R. R.).	62.23	25 00	62.23	1,553 75	25 00	
Total.....					1,604,423 10		1,749,478 61	155,055 15	10,750 04

<sup>a</sup> Route reported shorter and additional R. P. O. service.<sup>b</sup> Terminal service at Kansas City assumed by Department, decreasing distance .84 mile.<sup>c</sup> Terminal service at Kansas City assumed by Department, decreasing distance 1.04 miles.<sup>d</sup> R. P. O. established.



K.—Statement of expenditures on account of special facilities for the fiscal year ended June 30, 1884, out of the \$185,000 appropriated by act of March 3, 1883.

Number of route.	Termini.	Title of company.	Dis- tance.	Amounts paid.
			<i>Miles.</i>	
5005	New York, Springfield.....	New York, New Haven and Hartford R. R.	135.59	\$17,647 06
6011	New York, Buffalo.....	New York Central and Hudson River R. R.	442	25,000 00
10001	Baltimore, Philadelphia.....	Philadelphia, Wilmington and Balti- more R. R.	96	20,000 00
10013	Bay View (n. o.), Washington}	Baltimore and Potomac R. R. .... {	45.20	} 21,900 00
Pt. 11001	Washington, Quantico.....}		34.70	
Pt. 11001	Quantico, Richmond.....	Richmond, Fredericksburgh and Po- tomac R. R.	81.30	17,419 26
11008	Richmond, Petersburg .....	Richmond and Petersburg R. R. ....	23.39	4,197 50
11009	Petersburgh, Weldon.....	Petersburgh R. R. ....	65.81	11,680 00
13002	Weldon, Wilmington .....	Wilmington and Weldon R. R. ....	162.07	29,565 00
Pt. 14002	Wilmington, Florence .....	Wilmington, Columbia and Augusta R. R.	111	20,075 00
14005	Charleston, Florence.....	Northeastern R. R. ....	102	17,337 50
				184,821 32

L.—Statement showing miles of railroad mail service ordered from July 1, 1883, to June 30, 1884.

No. of route.	State.	Terminals.	Character of service.	Title of company.	Miles.	Date of commencement.
23	Maine	Monson Junction (n. o.) Monson	New	Monson R. R.	0.16	Nov. 15, 1883
1022	New Hampshire	Plymouth, South Woodstock	do	Boston, Concord and Montreal R. R.	21.00	July 2, 1883
3075	Vermont	None.	do	Millford, Franklin and Providence R. R.	5.37	Aug. 20, 1883
5002	Massachusetts	Hollingham, Franklin	do			
6126	Rhode Island	None.	do			
6127	Connecticut		do			
6084	New York		Ext		8.69	Aug. 20, 1883
6129	do	ny	do		5.42	July 2, 1883
6048	do		do		1.72	July 16, 1883
6130	do		New	Rwy	147.40	Aug. 20, 1883
6059	do		Ext	ny.	24.70	Oct. 1, 1883
6120	do		New		45.24	Oct. 23, 1883
6036	do	(n. o.)	Ext		20.63	Dec. 12, 1883
	do	(n. o.) to Sus.	do	Rwy	5.37	Feb. 25, 1884
	do		do	b R. R.	8.46	May 26, 1884
	do		do			Apr. 28, 1884
7058	New Jersey		New	New York, Susquehanna and Western R. R.	47.85	July 23, 1883
7059	do		do	do	2.16	Sept. 10, 1883
7060	do		do	West Jersey R. R.	4.97	Mar. 2, 1884
7061	do		do	Angelsea R. R. Co.	5.52	June 23, 1884
8150	Pennsylvania		do	Fall Brook Coal Co.	82.28	July 16, 1883
8125	do	w Castle	Ext	Pittsburgh and Western R. R. Co.	3.10	Aug. 27, 1883
8151	do		New	Pennsylvania R. R.	8.44	Sept. 3, 1883
8130	do		Ext	Fall Brook Coal Co.	10.20	Oct. 20, 1883
8040	do		do	Baltimore and Ohio R. R. Co.	38.68	Nov. 20, 1883
8051	do	(n. o.)	do	R. Co.	21.30	Nov. 22, 1883
8126	do	Ph	do	R. Co.	7.22	Feb. 1, 1884
8153	do		New	R. Co.	9.94	Feb. 14, 1884
8087	do		Ext		2.22	Feb. 15, 1884
8112	do	Pa	do	R	17.90	Mar. 10, 1884
8048	do		do		11.78	Mar. 17, 1884
8110	do	oli	do	inch R. R.	5.13	May 26, 1884
10024	Dela ware	None.	New	Maryland Central R. R. Co.	27.60	July 9, 1883
10024	Maryland	Baltimore, Bel Air	Ext	do	3.50	Nov. 21, 1883
10024	do	Baltimore, Bel Air, ext. Forest Hill	do	do	74.50	Jan. 21, 1884
11026	Virginia	Store	do	Danville and New River R. R.	13.25	Nov. 5, 1883
11034	do		New	Atlantic and Danville R. R.	18.50	Feb. 18, 1884
11032	do		Ext	Richmond and Wheeling R. R.	8.28	Feb. 20, 1884
11032	do		do	do	5.68	June 2, 1884
11035	do		New	Norfolk, Va. Beach R. R. and Improvement Co.	18.80	Aug. 25, 1884
11028	do		Ext	Lanville and New River R. R.	18.74	Aug. 25, 1884

No.	Locality	Shaw, Kitamillarsville Shaw, Kitamillarsville, ext. Elkina (Charleston Point Pleasant)	New Ext.	West Virginia Central and Pittsburgh Rwy. do Ohio Central R. R. Weston and Buckannon R. R. do Cape Fear and Yadkin Valley R. R. do Western North Carolina R. R. Danville, Mocksville and Southwestern R. R.	7. 47	2. 1883
12009	West Virginia	Shaw, Kitamillarsville	New	West Virginia Central and Pittsburgh Rwy.	7. 47	2. 1883
12009	do	Shaw, Kitamillarsville, ext. Elkina	Ext.	do	14. 16	Aug. 1, 1883
12010	do	do	New	Ohio Central R. R.	57. 70	Aug. 20, 1883
12011	do	do	do	Weston and Buckannon R. R.	16. 29	Dec. 10, 1883
12001	do	do	Ext.	do	34. 03	Dec. 15, 1883
12012	do	do	New	do	24. 00	Dec. 17, 1884
12009	do	do	Ext.	do	14. 12	May 12, 1884
12011	North Carolina	do	do	Cape Fear and Yadkin Valley R. R.	7. 35	Feb. 15, 1884
12011	do	do	do	do	22. 71	Feb. 15, 1884
12016	do	do	do	Western North Carolina R. R.	8. 23	Apr. 1, 1884
12022	do	do	New	Danville, Mocksville and Southwestern R. R.	7. 97	Apr. 16, 1884
12011	do	do	Ext.	do	9. 20	May 1, 1884
12011	do	do	do	do	23. 26	May 1, 1884
14007	South Carolina	do	do	do	14. 36	Aug. 6, 1883
14020	do	do	New	do	89. 20	Jan. 24, 1884
15045	Georgia	do	do	do	22. 70	July 2, 1883
15030	do	do	Ext.	do	20. 76	Sept. 1, 1883
15027	do	do	Restored	do	8. 50	Jan. 4, 1884
15042	do	do	Ext.	do	72. 64	Jan. 4, 1884
15034	do	do	do	do	82. 40	May 1, 1884
15016	Florida	do	New	do	86. 80	Aug. 1, 1883
16014	do	do	do	do	42. 27	Feb. 25, 1884
16007	do	do	Ext.	do	75. 99	Feb. 13, 1884
16017	do	do	New	do	4. 11	Mar. 11, 1884
16018	do	do	do	do	56. 20	Mar. 6, 1884
17028	Alabama	do	do	do	41. 76	Nov. 1, 1883
17029	do	do	do	do	30. 36	Aug. 15, 1884
18017	Mississippi	do	Ext.	do	13. 16	Aug. 6, 1883
18018	do	do	New	do	131. 21	Feb. 20, 1884
18005	do	do	do	do	44. 83	Apr. 21, 1884
18018	do	do	Ext.	do	46. 18	Aug. 1, 1884
19008	Tennessee	do	do	do	27. 83	July 2, 1883
19017	do	do	Ext.	do	22. 01	Dec. 1, 1883
19013	do	do	do	do	1. 10	Mar. 4, 1884
19016	do	do	do	do	4. 50	Mar. 17, 1884
19012	do	do	do	do	5. 21	May 1, 1884
19013	do	do	do	do	7. 10	May 5, 1884
20007	Kentucky	do	do	do	11. 30	July 2, 1883
20027	do	do	do	do	8. 70	July 23, 1883
20032	do	do	do	do	40. 84	Sept. 1, 1883
20014	do	do	New	do	33. 40	Jan. 1, 1884
20018	do	do	Ext.	do	26. 63	Apr. 15, 1884
20014	do	do	New	do	13. 28	Jan. 21, 1884
20028	do	do	Ext.	do	0. 76	Mar. 11, 1884
21002	Ohio	do	do	do	54. 73	July 2, 1883
21032	do	do	New	do	25. 50	Aug. 1, 1883
21033	do	do	Ext.	do	13. 16	Aug. 5, 1883
21078	do	do	New	do	1. 54	Sept. 1, 1883

• Net increase 4.3%

L.—Statement showing miles of railroad mail service ordered, &amp;c.—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
21053	Ohio	.....	Ext. ....	.....	14.95	Oct. 1, 1883
21081	do	.....	do do	.....	10.76	Oct. 1, 1883
21084	do	.....	do do	.....	50.57	Nov. 5, 1883
21046	do	.....	do do	R. ....	4.37	Dec. 1, 1883
21063	do	.....	do do	.....	52.62	Dec. 15, 1883
21075	do	.....	do do	R. ....	43.55	Jan. 20, 1884
21099	do	.....	New. ....	.....	32.49	May 22, 1884
21088	do	.....	Ext. ....	.....	56.90	June 9, 1884
22026	Indiana	.....	do do	.....	11.56	Aug. 20, 1883
22013	do	City. ....	New. ....	.....	34.53	Oct. 15, 1883
22026	do	.....	Ext. ....	.....	30.44	Jan. 1, 1884
22035	do	.....	New. ....	.....	8.38	Dec. 20, 1883
22028	do	.....	do do	.....	54.34	Mar. 17, 1884
22047	do	.....	do do	.....	14.91	June 2, 1884
23082	Illinois	.....	Ext. ....	.....	65.62	July 2, 1883
23083	do	.....	do do	.....	16.12	July 2, 1883
23028	do	.....	New. ....	.....	2.94	Aug. 1, 1883
23631	do	.....	do do	.....	7.34	Aug. 1, 1883
23082	do	.....	Ext. ....	.....	22.27	Oct. 1, 1883
23046	do	.....	do do	.....	23.25	Nov. 20, 1883
23060	do	.....	New. ....	.....	22.90	May 1, 1884
24034	Michigan	.....	Ext. ....	L. R. ....	80	July 16, 1883
24083	do	iver. ....	New. ....	.....	20.21	July 2, 1883
24084	do	.....	do do	R. ....	100.73	Dec. 1, 1883
24040	do	.....	Ext. ....	.....	31.74	Dec. 1, 1883
24030	do	.....	do do	.....	10.58	Dec. 20, 1883
24057	do	.....	do do	.....	7.66	Jan. 15, 1884
24057	do	.....	do do	.....	12.58	Jan. 15, 1884
24033	do	.....	do do	.....	70.83	Feb. 20, 1884
24026	do	.....	do do	.....	26.85	Feb. 20, 1884
24019	do	.....	New. ....	.....	157.64	Mar. 20, 1884
24044	do	.....	Ext. ....	.....	14.78	May 1, 1884
25048	Wisconsin	.....	do do	.....	22.78	Sept. 15, 1883
25016	do	Milwaukee, Dickinson; ext. Ellis Junction (n. o.)	do do	Milwaukee and Northern and Wisconsin and Michigan R. R.	10.63	Oct. 16, 1883
25048	do	Chippewa Falls, Chicago Junction; ext. Eau Claire	do do	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	2.16	Nov. 1, 1883
25028	do	Hudson, Cable (n. o.); ext. Bayfield	do do	do	58.62	Nov. 20, 1883
25032	do	Ashland Junction (n. o.); Ashland	New. ....	do	4.64	Nov. 20, 1883
26039	Minnesota	Crookston, Larimore; ext. Bartlett	Ext. ....	Saint Paul, Minneapolis and Manitoba Rwy.	40.14	July 2, 1883
26049	do	Saint Cloud, Hinckley	New. ....	do	68.04	July 2, 1883

No.	Locality	Ext.	Notes	Year
28001	do	Ext.	do	1883
28002	do	do	do	1883
28003	do	do	do	1883
28004	do	do	do	1883
28005	do	do	do	1883
28006	do	do	do	1883
28007	do	do	do	1883
28008	do	do	do	1883
28009	do	do	do	1883
28010	do	do	do	1883
28011	do	do	do	1883
28012	do	do	do	1883
28013	do	do	do	1883
28014	do	do	do	1883
28015	do	do	do	1883
28016	do	do	do	1883
28017	do	do	do	1883
28018	do	do	do	1883
28019	do	do	do	1883
28020	do	do	do	1883
28021	do	do	do	1883
28022	do	do	do	1883
28023	do	do	do	1883
28024	do	do	do	1883
28025	do	do	do	1883
28026	do	do	do	1883
28027	do	do	do	1883
28028	do	do	do	1883
28029	do	do	do	1883
28030	do	do	do	1883
28031	do	do	do	1883
28032	do	do	do	1883
28033	do	do	do	1883
28034	do	do	do	1883
28035	do	do	do	1883
28036	do	do	do	1883
28037	do	do	do	1883
28038	do	do	do	1883
28039	do	do	do	1883
28040	do	do	do	1883
28041	do	do	do	1883
28042	do	do	do	1883
28043	do	do	do	1883
28044	do	do	do	1883
28045	do	do	do	1883
28046	do	do	do	1883
28047	do	do	do	1883
28048	do	do	do	1883
28049	do	do	do	1883
28050	do	do	do	1883
28051	do	do	do	1883
28052	do	do	do	1883
28053	do	do	do	1883
28054	do	do	do	1883
28055	do	do	do	1883
28056	do	do	do	1883
28057	do	do	do	1883
28058	do	do	do	1883
28059	do	do	do	1883
28060	do	do	do	1883
28061	do	do	do	1883
28062	do	do	do	1883
28063	do	do	do	1883
28064	do	do	do	1883
28065	do	do	do	1883
28066	do	do	do	1883
28067	do	do	do	1883
28068	do	do	do	1883
28069	do	do	do	1883
28070	do	do	do	1883
28071	do	do	do	1883
28072	do	do	do	1883
28073	do	do	do	1883
28074	do	do	do	1883
28075	do	do	do	1883
28076	do	do	do	1883
28077	do	do	do	1883
28078	do	do	do	1883
28079	do	do	do	1883
28080	do	do	do	1883
28081	do	do	do	1883
28082	do	do	do	1883
28083	do	do	do	1883
28084	do	do	do	1883
28085	do	do	do	1883
28086	do	do	do	1883
28087	do	do	do	1883
28088	do	do	do	1883
28089	do	do	do	1883
28090	do	do	do	1883
28091	do	do	do	1883
28092	do	do	do	1883
28093	do	do	do	1883
28094	do	do	do	1883
28095	do	do	do	1883
28096	do	do	do	1883
28				

L.—Statement showing miles of railroad mail service ordered, &amp;c.—Continued.

No. of route.	State.	Terminal.	Character of service.	Title of company.	Miles.	Date of commencement.
34023	Nebraska	Kenesaw, Holdrege	New	Nebraska and Colorado R. R.	40.32	Feb. 21, 1884
34024	do	do	do	do	11.83	Feb. 21, 1884
34013	do	St. Lincoln	Ext.	Omaha and Northwestern Valley R. R.	30.69	May 10, 1884
34025	do	do	New	do	14.54	May 10, 1884
35018	do	do	do	R. R. Le Mountain	37.15	Sept. 26, 1884
35017	do	Stanton	Ext.	Saint Paul Rwy.	80.61	Nov. 1, 1883
35015	do	Long	do	R. R.	31.41	Dec. 1, 1883
35014	do	ext. Watertown	do	do	14.03	Dec. 1, 1883
35008	do	socket (n. o.)	do	do	38.07	Jan. 7, 1884
35001	Montana	St. City, ext. Northern Pacific	do	Saint Paul Rwy.	10.42	Sept. 2, 1883
36002	do	do	New	Helena and Jefferson R. R.	26.33	Mar. 20, 1884
37001	Wyoming	do	Ext.	Oregon Short Line Rwy.	71.23	Sept. 1, 1883
37001	do	1 (n. o.)	do	do	104.05	Jan. 20, 1884
37001	do	do	do	do	43.15	Mar. 10, 1884
38012	Colorado	do	do	Denver and Rio Grande Rwy.	294.61	Aug. 10, 1883
38030	do	do	New	do	5.40	Aug. 15, 1883
38014	do	do	Ext.	Denver South Park and Pacific R. R.	13.29	Sept. 20, 1883
38029	do	do	do	do	3.78	Dec. 1, 1883
39003	New Mexico	do	do	do	196.90	Aug. 1, 1883
39006	Dakota	do	do	do	47.70	July 2, 1883
39007	do	do	New	do	10.89	May 15, 1884
39008	do	do	do	do	13.73	June 10, 1884
41012	Arizona	None.	do	do	4.20	May 1, 1884
42001	Utah	Ironton Station (n. o.), Silver City	do	Salt Lake and Western Rwy.	57.00	Aug. 10, 1883
43009	Idaho	do	Ext.	Oregon Short Line Rwy.	59.51	Aug. 1, 1883
43006	Washington Ter.	St. Missoula	New	Northern Pacific R. R.	89.18	Feb. 11, 1884
44001	do	do	Ext.	Columbia and Palouse R. R.	86.39	July 2, 1883
44001	Oregon	do	do	Oregon and California R. R.	33.87	Jan. 11, 1884
44001	do	do	do	do	37.26	Mar. 15, 1884
44001	do	do	do	do	8.13	June 10, 1884
45005	Nevada	Belleville, Bishop Station (n. o.)	New	Carson and Colorado R. R.	74.22	July 2, 1883
45005	do	Belleville, Bishop Station (n. o.); ext. Haskley Station (n. o.)	Ext.	do	69.00	Sept. 1, 1883
45005	California	None.	do	do	69.00	Sept. 1, 1883

*M.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from 1836 to June 30, 1884.*

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>	<i>Miles.</i>
June 30, 1836		*1, 878, 296			
June 30, 1837	974	*1, 793, 024	*\$307, 444		
June 30, 1838		*2, 356, 852	*404, 123		
June 30, 1839		*3, 396, 055	*520, 602		
June 30, 1840		*3, 889, 053	*595, 353		
June 30, 1841		*3, 946, 450	*585, 843		
June 30, 1842	3, 091	*4, 424, 262	432, 568	2, 117	
June 30, 1843		*5, 692, 402	*733, 687		
November 4, 1843	3, 714	(*)	531, 752	623	
June 30, 1844		*5, 747, 355	*802, 006		
June 30, 1845		*6, 484, 592	*843, 430		
October 31, 1845	4, 092	(*)	587, 769		
June 30, 1846		*7, 781, 828	*870, 570		
November 1, 1846	4, 402		587, 769	310	
June 30, 1847		4, 170, 403	597, 475		
November 1, 1847	4, 735		597, 923	333	
June 30, 1848		4, 327, 400	584, 192		
October 1, 1848	4, 937		587, 204	222	
June 30, 1849	5, 497	4, 861, 177	635, 740	540	
June 30, 1850	6, 886	6, 524, 593	818, 227	1, 389	
June 30, 1851	8, 255	8, 364, 503	985, 019	1, 369	
June 30, 1852	10, 146	11, 082, 768	1, 275, 520	1, 891	
June 30, 1853	12, 415	12, 986, 705	1, 601, 329	2, 269	
June 30, 1854	14, 440	15, 433, 389	1, 758, 610	2, 025	
June 30, 1855	18, 333	19, 202, 469	2, 073, 089	3, 893	
June 30, 1856	20, 323	21, 809, 296	2, 310, 389	1, 990	
June 30, 1857	22, 530	24, 267, 944	2, 559, 847	2, 207	
June 30, 1858	24, 431	25, 763, 452	2, 828, 301	1, 901	
June 30, 1859	26, 010	27, 268, 384	3, 243, 974	1, 579	
June 30, 1860	27, 129	27, 653, 749	3, 349, 662	1, 119	
May 31, 1861	†6, 886	†5, 701, 093	†978, 910		6, 886
June 30, 1861	22, 018	23, 116, 823	2, 543, 709	1, 775	
June 30, 1862	21, 338	22, 777, 219	2, 498, 115		680
June 30, 1863	22, 152	22, 871, 558	2, 538, 517	814	
June 30, 1864	22, 616	23, 301, 942	2, 567, 044	464	
June 30, 1865	23, 401	24, 087, 568	2, 707, 421	785	
June 30, 1866	32, 092	30, 609, 467	3, 391, 592	‡8, 691	
June 30, 1867	34, 015	32, 437, 900	3, 812, 600	1, 923	
June 30, 1868	36, 018	34, 886, 178	4, 177, 126	2, 003	
June 30, 1869	39, 537	41, 399, 284	4, 723, 680	3, 519	
June 30, 1870	43, 727	47, 551, 970	5, 128, 901	4, 190	
June 30, 1871	49, 834	55, 557, 048	5, 724, 979	6, 107	
June 30, 1872	57, 911	62, 491, 749	6, 502, 771	8, 077	
June 30, 1873	63, 457	65, 621, 445	7, 257, 196	5, 546	
June 30, 1874	67, 734	72, 460, 545	9, 113, 190	4, 277	
June 30, 1875	70, 083	75, 154, 910	9, 216, 518	2, 349	
June 30, 1876	72, 348	77, 741, 172	9, 543, 134	2, 265	
June 30, 1877	74, 546	85, 358, 710	§9, 053, 936	2, 198	
June 30, 1878	77, 120	92, 120, 395	9, 566, 595	2, 574	
June 30, 1879	79, 991	93, 092, 992	9, 567, 590	2, 871	
June 30, 1880	85, 820	96, 497, 463	10, 498, 986	5, 329	
June 30, 1881	91, 569	103, 521, 229	11, 613, 368	6, 249	
June 30, 1882	100, 563	113, 995, 318	12, 753, 184	8, 994	
June 30, 1883	110, 208	129, 193, 641	13, 887, 800	9, 645	
June 30, 1884	117, 160	142, 541, 392	15, 012, 603	6, 952	

\* Railroad and steamboat service combined; no separate report.

† Decrease caused by the discontinuance of service in the Southern States.

‡ Increase attributable in part to the resumption of service in the Southern States.

§ Decrease in cost caused by reductions in the rates of pay under act of July 12, 1876.

|| Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.





O.—Statement of the number, description, and prices of mail-bags, mail-catchers, &c., purchased, and of the expense incurred on account thereof, during the fiscal year ended June 30, 1884.

Number.	Description.	Size.	Prices.	Cost.	Aggregate.
4,500	Leather mail-pouches .....	No. 2	\$5 61	\$25,245 00	
4,500	.....do .....	No. 3	4 55	20,475 00	
4,000	.....do .....	No. 4	3 50	14,000 00	
1,000	.....do .....	No. 5	2 60	2,600 00	\$62,320 00
14,000					
600	Leather horse mail-bags .....	No. 1	6 00	3,600 00	
400	.....do .....	No. 2	5 29	2,116 00	
300	.....do .....	No. 3	4 53	1,359 00	7,075 00
1,300					
4,000	Mail-catcher pouches .....		3 91	15,640 00	
	Royalty for patent on same .....		10	400 00	16,040 00
4,000					
500	Through registered mail-pouches .....	No. 1	7 00	3,500 00	
1,000	.....do .....	No. 2	4 99	4,990 00	
	Royalty for patent on No. 2 .....		10	100 00	8,590 00
1,500					
80,000	Jute-canvas mail-sacks .....	No. 1	67½	54,200 00	
10,000	.....do .....	No. 2	52½	5,250 00	
10,000	.....do .....	No. 3	14	1,400 00	60,850 00
100,000					
1,000	Cotton-canvas mail-sacks .....	No. 1	1 02	1,020 00	
1,000	.....do .....	No. 2	80½	805 00	
2,000	.....do .....	No. 3	20	400 00	2,225 00
4,000					
5,000	Coin mail-sacks .....		05½		256 25
600,000	Printed wooden tags .....		003½	2,250 00	
300,000	.....do .....		003	900 00	3,150 00
900,000					
20,000	Iron label cases .....		07½	1,575 00	
3,000	.....do .....		06	180 00	
2,000	Brass label cases .....		19	380 00	2,135 00
25,000					
	Repairs of mail-bags .....				46,129 59
500	Mail-catchers .....		15 00	7,500 00	
1,700	Sockets for same .....		40	680 00	
200	Springs for same .....		60	120 00	
200	Handles .....		40	80 00	
84	Mail-catchers repaired .....		1 15½	107 22	8,487 22
	Total expense on account of mail-bags and mail-catchers .....				217,258 06
	Unexpended balance of appropriation .....				2,741 94
	Amount of appropriation .....				220,000 00

P.—Statement of mail locks and keys purchased and repaired, and of the expense incurred on account thereof, during the year ended June 30, 1884.

Quantities.	Description.	Price, each.	Cost.	Aggregate cost.
80,000	Iron mail-locks .....	\$0 52	\$15,600 00	
1,300	Box mail-locks.....	85	1,105 00	
				\$16,705 00
1,100	Keys for same .....	15	165 00	
2,000	Street letter-box keys .....	15	300 00	
				465 00
3,360	Street letter-box locks, repaired .....	35	.....	1,176 00
				18,346 00
	Unexpended balance .....			1,654 00
	Appropriation .....			20,000 00

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**R E P O R T**  
**OF THE**  
**GENERAL SUPERINTENDENT**  
**OF**  
**RAILWAY MAIL SERVICE**  
**FOR**  
**THE YEAR ENDED JUNE 30, 1884.**

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**REPORT**  
**OF THE**  
**GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1884.**

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POST-OFFICE DEPARTMENT,  
OFFICE GENERAL SUPERINTENDENT OF  
RAILWAY MAIL SERVICE,  
*Washington, D. C., October —, 1884.*

SIR: I have the honor to present to you herewith my annual report of the operations of the Railway Mail Service for the fiscal year ended June 30, 1884.

**RAILWAY POST-OFFICE LINES.**

I desire particularly to invite your attention to table A<sup>a</sup>, which is a statement of the railway post-offices in operation on the last day of the fiscal year, the length of each route, the daily average weight of mail carried, the number and size of the cars or apartments in use thereon, the number of clerks employed, and other information which will give a general idea of each railway post-office in the United States.

The recapitulation of this table shows the number of railway post-offices in each division, the number of crews, the number of postal clerks, the number of miles which they run, the miles of railroad over which clerks run, the total annual miles of service, the number of cars, and the total number of pieces of ordinary mail matter, together with registered pouches and packages handled in each division.

**STEAMBOAT SERVICE.**

Table B<sup>b</sup> shows the steamboat mail-service in operation at the close of the fiscal year. This branch of the service has been and is still being in a large measure superseded by the railway service, consequently there has not been an increase proportionate with that on the railway routes.

**CLOSED-POUCH SERVICE.**

Table C<sup>c</sup> is an exhibit in detail of the closed-pouch service; that is, the service upon lines or parts of lines upon which there is no railway post-office service. The recapitulation gives the number of routes, the annual miles of service, and number of pouches exchanged daily.

**COMPARATIVE STATEMENT.**

Table D<sup>d</sup> is a comparative statement of the Railway Mail Service from 1830 to 1884. In 1834 there were seventy-eight (78) miles of railroad upon which mails were carried, and on June 30, 1884, there were 117,160 miles. During the last fiscal year there was an increase of 6,952 miles.

## MAIL DISTRIBUTED.

Table E<sup>a</sup> is a statement by divisions of mail distributed; by which it appears that the increase in the number of pieces handled during the fiscal year was 538,144,220 pieces. The percentage of increase in 1884 over 1883 was 13.52. The percentage of increase in the number of pieces of registered matter handled in 1884 over 1883 was 4.93; by which it will be seen that the increase in the amount of matter handled during the last fiscal year was not as great as it was in 1883; the percentage of increase of ordinary mail-matter handled in 1883 over 1882 being 15.96, and of registered matter 9.65 per cent.

F<sup>f</sup> is a statement showing in detail the correctness of the distribution by divisions; by which it appears that the number of errors in distribution was 1,167,223 in a total distribution of 4,519,661,900 pieces, or one error to each 3,872 pieces handled; being at the rate of 299 errors per clerk per annum. During the preceding fiscal year there was one error to each 4,153 pieces handled. It will thus be seen that the relative number of errors during the last fiscal year was a trifle greater than during 1883. Yet it will be seen that this increase is so slight that the average per cent. of mail correctly handled is about the same as last year, viz, 99.71.

Table G<sup>g</sup> shows the number of errors in distribution by post-offices of the first and second classes in the various divisions, giving in detail the number of errors made by each of the offices mentioned in the table.

It would appear from this table that the showing in regard to errors is a little less favorable than in 1883. This, however, is explained by the fact that the system of checking errors has become much more thorough than formerly; at present all errors made being carefully checked, counted, and reported. This also applies to Table F<sup>f</sup>.

## CASE EXAMINATIONS.

Table H<sup>h</sup> is a statement of case examinations of postal clerks holding permanent appointments, by which it appears that there were 4,903 case examinations during the year, and that the number of cards handled was 5,028,492, of which number 3,927,290 were thrown correctly, being an average of 78.10 per cent.

Table I<sup>i</sup> is a statement of the case examinations of probationary postal clerks. It appears from this table that there were 3,463 examinations, and that the number of cards handled was 3,472,105, of which 2,339,278 were thrown correctly, being an average of 67.37 per cent.

These examinations, which the clerks undergo at frequent intervals, are a test of proficiency, and the following is a brief description of the manner of conducting the same:

There is a card for each office in the State on which the examination is to be made. The name of the office is written on the card, each card representing a letter. In the State of New York, for instance, there are 3,136 post offices, and an examination on New York involves the handling of 3,136 cards. In Pennsylvania there are 3,852 post offices, and in his work in the car, as well as in the examination, a clerk is required to know where each office is located, that he may send the mail by the route that will take it to its destination in the shortest time. In other words, a case examination is simply a test by means of which the clerk's ability to distribute accurately the mail for any given State is discovered, through the use of an imaginary mail, consisting of one letter (card) addressed to every office in the State.

A small distributing case is furnished with pigeon-holes, labelled the same as the cases in the cars. The clerks are then required to distribute the cards into the boxes, after which a careful examination is made, all errors being noted, and a record of the same kept.

By this it will be seen that each clerk has his own record, which shows fully and fairly his knowledge of his distribution. There is a constant check upon incapacity, and a corresponding incentive to efficiency.

There is another system of detecting errors and determining the record of each clerk in the service. On every package of mail made up the clerk is required to place a label, upon which is his name and the imprint of his post-marking stamp. The clerk who receives the package notes all errors found therein upon the label, and forwards the same to the superintendent of the division.

By this double system of checks, first of case examination and second by noting the errors in distribution upon the cars, the railway mail service has secured a corps of skilled clerks whose special knowledge is their only capital, as invaluable to the mail service as it is to themselves.

#### MILEAGE.

Table K<sup>2</sup> is a statement by divisions of the average daily miles run, the length of each route, and the number of crews on each line. The recapitulation shows the average daily miles run by postal clerks in each division, and the daily average miles run of all postal clerks in the service, which is 123.08 miles.

#### SEPARATION OF LETTERS FOR CITY DELIVERY.

The separation for city delivery has not made as much progress during the year as I had hoped it would, yet an examination of the tables will show that there has been an improvement during the year, and it is hoped that during the present year a still further improvement will be made.

#### NEW SERVICE.

Table L<sup>1</sup> is a statement of new service. The increase in the past year of railroad post-office service, including new service placed upon old lines, was 7,641.36 miles. This table also shows the increase in railroad service on lines upon which there was no railroad post-office service ordered.

#### CASUALTIES.

Following the tables will be found a statement of the casualties that have occurred during the past year, by which it appears that the number of casualties was 154, in which 7 postal clerks were killed, 28 seriously injured, and 60 slightly injured.

In connection with this I have appended a statement showing the amount paid to clerks who were put upon lines to fill the places of those injured while on duty. When clerks are injured while on duty it has been the practice of the Department to grant them leaves of absence with pay for a period not exceeding one year. During the past year this action has cost the Department \$5,525.55.

It will be seen by this report that there were 7 clerks killed during the year, the salaries of whom were, in all cases, immediately discontinued. It would seem but fair and just that some provision be made for

the dependent wives and minor children of clerks killed in the line of duty. Therefore, I would recommend that the Postmaster-General be authorized to pay to the widow or minor children of all clerks killed in the service, a sum equal to one year's salary of the grade to which the clerk belonged at the time of his death.

#### ESTIMATES.

I append herewith a table showing the expenditures on account of railway postal clerks from 1877 to 1884.

The number of clerks in the service June 30, 1884, was 3,963; aggregate annual salary, \$3,946,018; average annual salary, \$995.71; being an increase over the preceding year of 108 clerks and \$1.56 in the average annual amount paid each clerk.

*Expenditures on account of employes of railway mail service (railway postal clerks), 1877 to 1884, and estimate for the same for 1885.*

Fiscal year ending June 30—	Railway postal clerks in service.	Increase.	Expenditures.	Increase over pre- ceding year.	Per cent. of increase over preceding year.	Increase of miles of railroad route.
1877.....	2,500	.....	\$2,436,547 58	.....	.....	.....
1878.....	2,608	108	2,496,663 82	\$60,116 24	2.46	2,574
1879.....	2,609	1	2,666,315 65	169,651 83	6.79	2,871
1880.....	2,946	237	2,778,645 47	112,329 82	4.21	5,329
1881.....	3,177	231	3,089,113 97	260,468 50	9.37	6,249
1882.....	3,570	393	3,235,853 12	196,739 15	6.47	8,994
1883.....	3,855	285	3,688,032 78	452,179 66	13.97	9,264
1884.....	3,963	108	3,972,071 60	284,038 82	7.70	6,952
1885.....	.....	.....	*4,300,000 00	327,928 40	7.62	.....
1886.....	.....	.....	†4,601,000 00	301,000 00	7.00	.....

\* Appropriation.

† Estimate.

The appropriation for the present fiscal year is \$4,300,000. I estimate that this should be increased \$301,000 for the next fiscal year, which would make the appropriation \$4,601,000. This is an increase of 7 per cent. It will be seen that the increase in the distribution is 13.52 per cent. The appropriation for the year ending June 30, 1885, is 8 per cent. greater than that for 1884, but I do not think there will be as much new service during the coming year as there has been this year; consequently I do not estimate for as large an increase in the appropriation.

The law authorizes the Postmaster-General to pay clerks of class five \$1,400 per annum, and those of class four \$1,200 per annum. These salaries were paid until July 1, 1876, at which time it was found that the amount appropriated was insufficient to pay the number of clerks thus employed. It was then decided that the clerks receiving \$1,400 per annum should be reduced to \$1,300, and those receiving \$1,200 to \$1,150. There are in the service 588 clerks of class four who receive an annual salary of \$1,150. I would respectfully recommend that an additional appropriation of \$29,400 be made, so that the salaries of the clerks of class four may be increased to \$1,200 per annum, as provided by law.

There are 519 clerks who receive \$1,300 per annum each. I respectfully recommend that an additional appropriation of \$51,900 be made,



so that the salary of this class of clerks may be increased to \$1,400, as provided by law.

The increase recommended for the service and to increase the salaries would make the appropriation for the next fiscal year \$4,682,300, an increase of \$382,300 over that for the present year.

There is a class of clerks who are regularly appointed as railway post-office clerks of class 5, and detailed at certain important points, who act as, and are designated, chief clerks under section 713 of the Postal Laws and Regulations. It becomes necessary for these clerks to travel quite extensively in the discharge of their official duties. Therefore I would respectfully recommend that the Postmaster-General be authorized to pay out of the appropriation for the transportation of the mails the actual expenses of these clerks when traveling on the business of the Department, a sum not to exceed \$3 for any one day. There are at the present time 48 of these clerks so detailed.

It is a great hardship for them to be compelled to pay their own expenses, as they are at present, and I earnestly hope that they may be given the needed relief. By being compelled to pay their own traveling expenses the salary of these clerks really amounts to less than it would if they were performing service on the line to which they were appointed.

#### POSTAL CARS.

The appropriation for postal cars for the present fiscal year is \$1,625,000. I would respectfully recommend that the appropriation for the next fiscal year be \$1,875,000. This is a decided increase over last year, more apparent, however, than real. The actual increase is \$150,476. The fact is that the expenditure for railway post-office cars, on the subsidized lines, has not been charged against the appropriation, which allowed a greater expenditure. If the appropriation is made as herein recommended it will include the amount for the subsidized railroads. If the Railway Postal Car Service is continued to the end of the year at the present rate of expenditure there will be a deficiency of \$76,421.64. This should have immediate attention on the assembling of Congress. There is more service that should be established during the fiscal year; therefore I would respectfully recommend that a further appropriation of \$85,000 be made for railway postal cars for this fiscal year.

#### SPECIAL FACILITIES.

The appropriation for the fiscal year ended June 30, 1884, was \$185,000, which was expended as follows :

Route.	Railroad company.	Distance.	Amount.
		<i>Miles.</i>	
New York and Springfield .....	New York, New Haven and Hartford ....	136	\$17, 647 06
The 4.35 a. m train .....	New York Central and Hudson River ....	142	25, 000 00
Philadelphia to Baltimore .....	Philadelphia, Wilmington and Baltimore .	96	20, 000 00
Bay View to Quantico .....	Baltimore and Potomac .....	80	21, 900 00
Quantico to Richmond .....	Richmond, Fredericksburgh and Potomac.	82	17, 419 26
Richmond to Petersburg.....	Richmond and Petersburg .....	28	4, 197 50
Petersburgh to Weldon .....	Petersburgh .....	64	11, 680 00
Weldon to Wilmington.....	Wilmington and Weldon .....	162	29, 565 00
Wilmington to Florence.....	Wilmington, Columbia and Augusta .....	110	20, 075 00
Florence to Charleston Junction ...	Northeastern Railroad of South Carolina .	95	17, 337 50
Total expended .....	.....	.....	184, 821 32
Amount unexpended .....	.....	.....	178 68

The appropriation for special facilities for the fiscal year ending June 30, 1885, is \$250,000. This amount will be expended as shown in the following table:

Route.	Railroad company.	Distance.	Amount paid.
		<i>Miles.</i>	
New York and Springfield .....	New York, New Haven and Hartford.....	136	\$17,647 06
The 4.35 a. m. train .....	New York Central and Hudson River ....	142	25,000 00
Philadelphia to Baltimore .....	Philadelphia, Wilmington and Baltimore ..	96	20,000 00
Bay View to Quantico.....	Baltimore and Potomac.....	80	21,900 00
Quantico to Richmond .....	Richmond, Fredericksburgh and Potomac ..	82	17,419 28
Richmond to Petersburg.....	Richmond and Petersburg .....	23	4,197 50
Petersburgh to Weldon .....	Petersburgh.....	64	11,680 00
Weldon to Wilmington .....	Wilmington and Weldon .....	162	29,565 00
Wilmington to Florence.....	Wilmington, Columbia and Augusta.....	110	20,075 00
Florence to Charleston Junction ...	Northeastern Railroad of South Carolina ..	95	17,337 50
Charleston Junction to Savannah...	Charleston and Savannah.....	108	19,062 00
Savannah to Jacksonville.....	Savannah, Florida and Western .....	172	30,358 00
Baltimore to Hagerstown .....	Western Maryland .....	87	15,758 50
Total expended .....			249,999 82
Amount unexpected .....			18

During the present year this service has been continued the same as during the past year, a statement of which was given in my last annual report.

The appropriation for special facilities for the present fiscal year is \$250,000. Clearly the appropriation is being used as Congress intended it should be at the time it was made, namely: to continue the fast mail service in operation during the past year, and to extend the fast mail service from Charleston Junction, South Carolina, to Jacksonville, Fla., and for the fast mail service from Baltimore to Hagerstown, Md. This makes an annual expenditure at the rate of \$251,799.50, but the appropriation for the present year is not exceeded owing to the fact that the extension from Charleston Junction to Jacksonville did not go into effect for payment until the 13th of July, and the amount allowed the Western Maryland Railroad is slightly less than the regular rate. In order to continue this service the appropriation for the next year should be \$251,799.50.

On the arrival of the fast mail at Florence, S. C., a train leaves that point at 2.40 a. m. for Columbia, S. C., and Augusta, Ga., arriving at the latter point at 10.30 a. m. Thus far the Department has been unable to make any arrangement to have this train arrive at Augusta earlier than 10.30 a. m. The train from Florence to Columbia is a regular one; undoubtedly the company would be willing to expedite it somewhat without additional compensation. If this train could be expedited so as to arrive at Augusta in time to connect the 7.40 a. m. train from Augusta to Atlanta, this mail would arrive at Augusta in time for the early delivery, and make an immediate connection for Atlanta, arriving there about 1 p. m. It would also make connection for Macon, arriving there much earlier than at present. By reason of such expedition, mail for the State of Georgia would be advanced.

Therefore, I would respectfully recommend that \$14,965 be added to the appropriation for special facilities, to be expended on the Charlotte, Columbia and Augusta Railroad, between Columbia, S. C., and Augusta, Ga. The compensation to this company for carrying the mails by weight is comparatively small, for the reason that the weight of mail carried on Southern routes is much less than on the Northern lines, and there is no comparison in the amount of compensation received, even though special facilities are added.

During the year the service has been very much improved in general, and this is especially true of some of the trunk lines. Formerly, the fast mail train that left New York on the New York Central Railroad was continued fast as far as Toledo, Ohio, where there was a delay of nearly three hours, and from that point to Chicago the cars were taken on a comparatively slow passenger train. Commencing Sunday, March 9, 1884, these cars have been run through to Chicago on a special fast mail train, arriving there at 12.35 a. m., making an average of about 35 miles an hour from New York to Chicago. The Hon. Postmaster-General made arrangements with the Chicago, Burlington and Quincy Railroad Company whereby fast service was established on that line, commencing Tuesday, March 11, 1884, between Chicago, Ill., and Union Pacific Transfer, Iowa, leaving Chicago at 3 a. m., and arriving at Omaha about 7 p. m. of the same day.

The Central and Union Pacific Railroad Companies, at the request of the Hon. Postmaster General, changed their schedules so that the mails arrived at San Francisco about 7.40 a. m., on the evening departure from New York, being five days and eleven hours in transit, which was a reduction in time in transit of a little more than one day from New York to San Francisco. However, since the arrangement went into operation, the Central Pacific Railroad Company have again changed their schedule so that the mail which did arrive at San Francisco at 7.40 a. m. now arrives at about 11.10 a. m.

It seems probable that the Hon. Postmaster-General will soon be able to have the fast mail arrive at Omaha much earlier than it now does, and have a special carriers' delivery in the business part of the city immediately on arrival, before the close of the business day. This will also apply to Council Bluffs, Iowa, as that place can be reached earlier than Omaha.

With an earlier arrival it is probable that an earlier departure and sufficient expedition can be secured from the Union Pacific Railroad to have the mail arrive at San Francisco about 7 a. m. With the separation of the San Francisco city letter mail that is now made on the cars and the station at the foot of Market street, the city mail can be delivered immediately on arrival in sufficient time to get replies for the east bound mail of the same day, which will be equal to a saving of one day between the cities of New York and San Francisco.

The Hon. Postmaster-General also made an arrangement with the Chicago, Milwaukee and Saint Paul Railroad Company, commencing Thursday, March 13, 1884, to run a fast mail train, to leave Chicago at 3 a. m., arrive at Saint Paul at 3.30 a. m., and at Minneapolis at 4 p. m., which, taken in connection with the fast mail from New York to Chicago, makes a reduction of one day in the time in transit.

In all of the fast service established there was no increase in cost to the Department. The only compensation that the companies receive is that regularly allowed by law. It is, however, fair to say that it is probable that the companies feel satisfied with this arrangement for the reason that all through mails are thus massed on these lines, which gives them a much heavier mail than would be given them if it was carried on different lines or slower trains. The fast mail under the present schedule arrives at Saint Paul at 3.27 p. m. The question of an earlier arrival is under consideration, and there is a fair prospect of this being secured.

The Northern Pacific through-mail train for Portland, Oreg., leaves Saint Paul on the arrival of the fast mail, so that Portland gets its eastern mail one day earlier by reason of this fast service. Intermediate points

(Saint Paul to Portland) are benefited to as great an extent as Portland.

In addition to the fast mail on the Chicago, Burlington and Quincy Railroad, the Hon. Postmaster-General made arrangements with the Illinois Central Railroad Company whereby its schedule was changed so as to connect both north and south at Mendota, Ill., and their through train extended from Freeport, Ill., to Dubuque, Iowa, where it connects with a train for La Crosse, Wis. This makes a delivery of important mail north of Mendota, and a line passing south from that point connects with east and west lines as far south as Centralia, Ill., and serves the State of Illinois from six to eight hours earlier than was done prior to the establishment of this service.

The city mail for Saint Paul, Minn., is separated on the fast mail for carriers' delivery before arrival, and the mail is given to the carriers in their pouches at the depot, and delivered in nearly the entire business portion of the city before 4 p. m. This is the first office that has received its city mail at the depot and commenced the delivery at once without the delay necessary to go through the city post-office. The mail for Minneapolis, Minn., is also assorted on the cars, and the carriers begin the delivery immediately upon the arrival of the train.

The establishment of this fast mail system is a vast improvement over the old service on slow passenger trains that were subject to frequent delays and failures to connect. The mails are now carried on special mail trains that have the right of way over all others, and are rarely behind time. A record is kept in this office so that it is known exactly what time is being made from day to day.

The train from Boston that connects the fast mail at Albany leaves the former city at 6 p. m., after the arrival of all New England mail trains at Boston. There is a railway post-office on the train from Boston to Albany, so that there is continuous railway post-office service from Vanceborough, Me., to San Francisco, Cal., via Omaha and via Saint Paul to Portland and Astoria, Oreg., and Port Townsend, Wash. Ty., these being the most westerly points. This is one and the same line as far as Chicago, at which point one line diverges to the northwest, via Saint Paul, and the other continues west to San Francisco, via Omaha.

The time in transit is as follows:

**BOSTON**—To Buffalo, 15 hours; to Cleveland, 19 hours; to Toledo, 23 hours; to Chicago, 30 hours 30 minutes; to Milwaukee, 35 hours; to Saint Paul, 46 hours 30 minutes; to Minneapolis, 47 hours; to Portland, 5 days 18 hours.

**NEW YORK**—To Buffalo, 12 hours; to Cleveland, 16 hours 30 minutes; to Toledo, 20 hours; to Chicago, 27 hours 30 minutes; to Milwaukee, 32 hours; to Saint Paul, 40 hours 30 minutes; to Minneapolis, 41 hours; to Portland, 5 days 15 hours; to Dubuque, 37 hours; to Burlington, 35 hours; to Omaha, 46 hours; to San Francisco, 5 days 15 hours.

Formerly, the mail train was as a rule the slowest train on the line, but now the mails are being carried upon fast trains that do not stop at way stations, and the mail is thrown off and caught without slackening the speed of the train, so that each and every place is equally benefited.

There is another fast train that leaves New York at 4.35 a. m. and arrives at Chicago the following day at 10.11 a. m., making connection with all the great western lines leading out of the latter city.

There is still another system of fast mail service between New York, Pittsburgh, Chicago, Columbus, Indianapolis, Saint Louis, Cincinnati, and the South via lines leading from the last-named city. These trains leave New York in close connection with those from Boston at 4.35 a. m., 6 p. m., and 7.30 p. m. The morning run delivers mail at Chicago the next day at 10.20 a. m., where all important connections are made. It

arrives at Saint Louis the evening of the day after leaving New York, and makes all the connections, including that of the through line to Texas. This train also arrives at Cincinnati in time for an early morning delivery and makes connection with all lines out of that city.

The 7.30 p. m. train out of New York arrives at Pittsburgh the following day at 8.15 a. m.; Columbus at 3 p. m.; Cincinnati, 8 p. m.; Chicago and Saint Louis, 5.30 a. m. and 7.30 a. m., respectively, of the second day, being only 36 hours in transit to Saint Louis. At each of the last-named cities connections are made, so that there is continuous railway post-office service from Boston, New York, Philadelphia, and Washington, via Saint Louis, to San Antonio, Tex., Denver, Colo., and to San Francisco via the Southern Pacific Railroad. This system is large and important, serving a vast extent of country with a fast mail service.

There is also a double daily railway post-office line between Baltimore, Md., and Saint Louis, Mo., via Cincinnati, that carries a large mail and makes a Chicago connection at Grafton, W. Va. At Cincinnati and Saint Louis all connections are made for the South and West.

The extension of the Atlantic coast fast mail from Charleston Junction, S. C., to Jacksonville, Fla., where it arrives at 12 noon, is the perfection of a system that gives the coast-line cities quick and rapid communication, and this service is now practically a coast-line service from Halifax on the east to New Orleans, where it connects with a system of trains for Mexico and San Francisco.

The present time in transit is as follows:

Boston to Jacksonville, 41 hours 30 minutes; New York to Jacksonville, 31 hours 30 minutes; Washington to Jacksonville, 25 hours; Boston to New Orleans, 61 hours; New York to New Orleans, 59 hours; Washington to New Orleans, 44 hours 40 minutes.

West of Way Cross, Ga., the mail is carried on an ordinary passenger train, and arrives at New Orleans at 7.45 a. m.

This service should not only be continued, but extended and perfected, to the end that the people may have the advantages of a service that will continue to be of incalculable benefit to them.

During the year a railroad has been completed from El Paso, Tex., to Mexico City, Mexico, whereby mails are exchanged with that Republic with far greater facility than they have been heretofore.

In concluding this report I desire to express my thanks to all connected with the service for the prompt and efficient manner in which they have discharged their duties.

Very respectfully,

W. B. THOMPSON,  
*General Superintendent Railway Mail Service.*

Hon. HENRY D. LYMAN,  
*Second Assistant Postmaster-General.*



TABLE A<sup>a</sup>.—Statement of railway post-offices in

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds	
Abbotsford and Eau Claire, Wis.	6	65.21	Abbotsford, Eau Claire, Wis. (Wis. and Minn.).	25026	65.41	395	\$3,691 08
Aberdeen and Mitchell, Dak.	6	129.47	Aberdeen, Ashton, Dakota (Chi., Mil. and St. Paul).	35012 <sup>1</sup>	72.72	174	1,398 78
			Ashton, Mitchell, Dakota (Chi., Mil. and St. Paul).	35017	95.88	609	6,558 19
Addison, N. Y., and Gaines, Pa. <sup>2</sup>	2	41.48	Addison, N. Y., Gaines, Pa. (A. and No. Penn.).	6122	41.25	200	1,763 43
Adrian, Mich., and Fayette, Ohio.	9	33.26	Adrian, Grosvenor, Mich. (L. S. and M. S.).	6052,	( <sup>4</sup> )	.....	( <sup>4</sup> )
			Grosvenor, Mich., Fayette, Ohio (L. S. and M. S.).	24036 <sup>5</sup>	24.83	193	1,061 98
Albany and Binghamton, N. Y.	2	143.21	Albany, Binghamton, N. Y. (Del. and Hudson Canal Co., Susq. Div.).	6028	143.23	1,414	14,695 89
<i>Albany and New York, N. Y.</i>	2	145.35	Albany, New York, N. Y. (N. Y. C. and H. R.).	6011	( <sup>7</sup> )	.....	( <sup>7</sup> )
<i>Albany and Rochester, N. Y.</i>	2	252.00	Albany, Syracuse, N. Y. (N. Y. C. and H. R.).	6011	( <sup>9</sup> )	.....	( <sup>9</sup> )
			Syracuse, Rochester, N. Y. (N. Y. C. and H. R., Aub. Div.).	6013	104.00	4,046	16,361 28
Albany, Kingston, and New York, N. Y. <sup>13</sup>	2	146.27	Albany, New York, N. Y. (N. Y., West Shore and Buff.).	6129	142.27	.....	Not fixed.
Albany and Thomasville, Ga.	4	58.92	Albany, Thomasville, Ga. (S. F. and W. Rwy.).	15018,	58.00 <sup>14</sup>	381	5,980 32
Albert Lea, Minn., and Angus, Iowa.	6	151.53	Albert Lea, Minn., Angus, Iowa (Minn. and St. Louis).	26021 <sup>15</sup>	151.53	1,168	13,992 29
Albert Lea, Minn., and Burlington, Iowa.	6	253.14	Albert Lea, Minn., Burlington, Iowa (Bur., C. Rap. and North.).	27001	253.82	1,451	26,475 96
Albia, Iowa, and Moberly, Mo. <sup>16</sup>	7	129.87	Albia, Centreville, Iowa (W., St. L. and P.).	27060,	26.73 <sup>20</sup>	168	1,142 70
			Centreville, Iowa, Glenwood Junc., Mo. (W., St. L. and P.).	28015,	( <sup>21</sup> )	.....	( <sup>21</sup> )
			Glenwood Junc., Moberly, Mo. (W., St. L. and P.).	28007,	82.14 <sup>22</sup>	1,395	8,357 74
Albuquerque, N. Mex., and Needles, Cal. <sup>23</sup>	7	574.87	Albuquerque, N. Mex., Needles, Cal. (A. and P.).	39003	574.70	692	33,016 51
Albuquerque, N. Mex., and El Paso, Tex. <sup>24</sup>	7	255.69	Albuquerque, Rincon, N. Mex. (A., T. and S. F.).	38006,	178.30 <sup>25</sup>	3,854	27,440 37
			Rincon, N. Mex., El Paso, Tex. (A., T. and S. F.).	39004	77.45	152	3,310 98
Alexandria and Round Hill, Va.	3	50.61	Alexandria, Round Hill, Va. (Wash., Ohio and Western).	11004	52.20	411	2,990 53
Alexandria and Strasburgh, Va.	3	88.49	Manassas, Strasburgh, Va. (Man. Div. Va. Mid.).	11003	62.55	406	3,583 48
			Alexandria, Manassas, Va. (Va. Midland).	11002,	( <sup>27</sup> )	.....	( <sup>27</sup> )
Allentown and Harrisburgh, Pa.	2	91.66	Allentown, Harrisburgh, Pa. (E. P. and L. V. Breha. P. and R.).	8073	89.51	2,062	11,575 99

<sup>1</sup> Balance of route, Ellendale to Aberdeen, Dak. (37.40 miles), covered by closed pouches. (See Table C.) Service on this line was established this year.

<sup>2</sup> Formerly Addison and Westfield R. P. O.; increase, 13.90 miles, July 27, 1883.

<sup>3</sup> Car in reserve.

<sup>4</sup> Runs on route 6052, Adrian to Grosvenor, Mich. (7.60 miles). Shown in report of New York and Chicago R. P. O.

<sup>5</sup> Balance of route (43.57 miles) covered by Trenton and Adrian R. P. O.

<sup>6</sup> 1 helper Albany to Maryland, 70 miles, and return.

<sup>7</sup> 142 miles covered by the New York and Chicago R. P. O. Double daily service, except Sundays, when a half round trip is performed.

<sup>8</sup> 1 chief clerk superintendent's office, New York, N. Y.; 2 clerks superintendent's office, New York, N. Y.; 1 clerk to dormitory, New York P. O.; 4 clerks to transfer duty, Albany, N. Y.; 5 clerks to transfer duty, New York, N. Y.; 2 clerks to transfer duty, Troy, N. Y.; 1 clerk to transfer duty, Castleton, N. Y.

<sup>9</sup> 147.50 miles covered by New York and Chicago R. P. O.

<sup>10</sup> 1 reserve car.

<sup>11</sup> 2 helpers between Albany and Syracuse; 1 clerk to office superintendent, 2d division; 2 clerks to transfer duty at Rochester, N. Y.; 2 clerks to transfer duty at Syracuse, N. Y.; 1 clerk to Suspension Bridge and Buffalo R. P. O.

<sup>12</sup> Cars and clerks shown on route 6011.

operation in the United States on June 30, 1884.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.		Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.		
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.					
			Miles.		Miles.					Ft.	In.					
	July 1, 1883	9	20	10	20	6	40,822	2	15	0	7	8	1	1	1	
	July 1, 1883	3	21	4	24	6	20,746	2	20	9	8	10	2	1	2	
	Nov. 1, 1883	3	24	4	21		60,302									
	Mar. 15, 1883	1	14	4	12	6	25,966	2	8	3	5	5	1	1	1	
	Jan. 9, 1882	126	21.40	125	21.40	6	2,651	}	1	12	0	6	7	1	1	1
	Apr. 4, 1883	126	21.40	125	21.40	6	18,138									
	July 1, 1881	1	24	2	23	6	89,649	2	15	0	9	0	3	1	24	
\$5,680 00	Jan. 9, 1882	4	27	1	39	6 1/2	98,693	1	50	0			2	4	28	
		28	30	32	29	6	90,990	1	15	5	8	8	2	2		
5,900 00	Jan. 9, 1882	21	29	30	26	6	92,126	103	50	0		0	4	2	116	
4,160 00	Jan. 9, 1882	37	22	2	30	6 1/2	70,808	(12)					(12)			
Not fixed.		32	28	57	25	6	91,565	141	21	0	9	0	2	1	2	
	July 1, 1880	6	19	5	18	6	36,884	1	14	8	8	3	1	1	1	
	July 1, 1883	2	20	1	20	6	94,858	1	9	3	8	8	2	1	2	
	July 1, 1883	2	24	1	23	6	158,466	173	9	4	9	0	4	1	126	
	July 1, 1883	7	19	8	19	7	19,566	1	25	7 1/2	7	7 1/2	2	1	2	
		7	19	8	19	7	15,372	1	24	6	7	6				
	July 1, 1883	7	19	8	19	7	60,127									
	Apr. 16, 1884	1	20 1/2	2	22	7	420,804	3	21	0	9	0	5	1	5	
	July 1, 1882	101	20	102	19	7	130,472	1	14	0	9	0				
	July 1, 1882	101	23	102	17	7	56,693	2	21	3	9	4	3	1	3	
	July 1, 1881	1	17.78	4	17.17	6	31,681	172	16	0	6	8	1	1	1	
	July 1, 1881	56	20.70	57	19.58	6	37,810	1	41	0	8	9	2	1	2	
		56	27.70	57	22.16	6	17,583	261	13	0	7	0				
	July 1, 1881	10	18	3	23	6	57,379	2	14	0	8	6	2	1	2	
								281	14	0	8	6				

<sup>13</sup> Service established October 1, 1883.

<sup>14</sup> Part baggage-car.

<sup>15</sup> Balance of route (104.54 miles) covered by Waycross and Chattahoochee R. P. O.

<sup>16</sup> Balance of route (108.73 miles) covered by Minneapolis and Albert Lea (Minn.) R. P. O.

<sup>17</sup> One car in reserve.

<sup>18</sup> Two helpers between Burlington and La Porte City, Iowa, 135 miles.

<sup>19</sup> Reported last year as Ottumwa and Moberly; decrease distance, 1 mile.

<sup>20</sup> 67.97 miles of route 27060 covered by Des Moines, Peroy and Albia R. P. O.

<sup>21</sup> Distance on route 28015 (21 miles) covered by Keokuk and Centreville R. P. O.

<sup>22</sup> 49.16 miles of route 28007 covered by closed pouch service between Ottumwa, Iowa, and Glenwood Junction, Mo. (See Table C.)

<sup>23</sup> Reported last year as Albuquerque and Williams; increased distance, 194.75 miles.

<sup>24</sup> Not reported last year; new service.

<sup>25</sup> 347 miles of route 38006, between La Junta and Albuquerque, covered by Kansas City and Albuquerque R. P. O., and 53.41 miles covered, between Rincon and Deming, by closed-pouch service. (See Table C.) Trains 101 and 102 between Rincon and El Paso.

<sup>26</sup> In reserve.

<sup>27</sup> 27.70 miles covered by Wash. and Char. R. P. O.

<sup>28</sup> Reserve car.

TABLE A<sup>a</sup>.—Statement of railway post-offices in

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						<i>Pounds</i>	
Abbotsford and Eau Claire, Wis.	6	65.21	Abbotsford, Eau Claire, Wis. (Wis. and Minn.).	25026	65.41	395	\$3,691 08
Aberdeen and Mitchell, Dak.	6	129.47	Aberdeen, Ashton, Dakota (Chi., Mil. and St. Paul).	35012 <sup>1</sup>	72.72	174	1,398 78
			Ashton, Mitchell, Dakota (Chi., Mil. and St. Paul).	35017	95.88	609	6,558 19
Addison, N. Y., and Gaines, Pa. <sup>2</sup>	2	41.48	Addison, N. Y., Gaines, Pa. (A. and No. Penn.).	6122	41.25	200	1,763 43
Adrian, Mich., and Fayette, Ohio.	9	33.26	Adrian, Grosvenor, Mich. (L. S. and M. S.).	6052,	( <sup>4</sup> )	.....	( <sup>4</sup> )
			Grosvenor, Mich., Fayette, Ohio (L. S. and M. S.).	24036 <sup>5</sup>	24.83	193	1,061 98
Albany and Binghamton, N. Y.	2	143.21	Albany, Binghamton, N. Y. (Del. and Hudson Canal Co., Susq. Div.).	6028	143.23	1,414	14,695 39
<i>Albany and New York, N. Y.</i>	2	145.35	Albany, New York, N. Y. (N. Y. C. and H. R.).	6011	( <sup>7</sup> )	.....	( <sup>7</sup> )
<i>Albany and Rochester, N. Y.</i>	2	252.00	Albany, Syracuse, N. Y. (N. Y. C. and H. R.).	6011	( <sup>9</sup> )	.....	( <sup>9</sup> )
			Syracuse, Rochester, N. Y. (N. Y. C. and H. R., Aub. Div.).	6013	104.00	4,046	16,361 28
Albany, Kingston, and New York, N. Y. <sup>12</sup>	2	146.27	Albany, New York, N. Y. (N. Y., West Shore and Buff.).	6129	142.27	.....	Not fixed.
Albany and Thomasville, Ga.	4	58.92	Albany, Thomasville, Ga. (S. F. and W. Rwy.).	15018,	58.00 <sup>10</sup>	381	5,960 32
Albert Lea, Minn., and Angus, Iowa.	6	151.53	Albert Lea, Minn., Angus, Iowa (Minn. and St. Louis).	26021 <sup>11</sup>	151.53	1,168	13,992 29
Albert Lea, Minn., and Burlington, Iowa.	6	253.14	Albert Lea, Minn., Burlington, Iowa (Bur., C. Rap. and North.).	27001	253.82	1,451	26,475 96
Albia, Iowa, and Moberly, Mo. <sup>12</sup>	7	129.87	Albia, Centreville, Iowa (W., St. L. and P.).	27060,	26.73 <sup>10</sup>	168	1,142 70
			Centreville, Iowa, Glenwood Junc., Mo. (W., St. L. and P.).	28015,	( <sup>21</sup> )	.....	( <sup>21</sup> )
			Glenwood Junc., Moberly, Mo. (W., St. L. and P.).	28007,	82.14 <sup>12</sup>	1,395	8,357 74
Albuquerque, N. Mex., and Needles, Cal. <sup>13</sup>	7	574.87	Albuquerque, N. Mex., Needles, Cal. (A. and P.).	39003	574.70	692	33,016 51
Albuquerque, N. Mex., and El Paso, Tex. <sup>14</sup>	7	255.69	Albuquerque, Rincon, N. Mex. (A., T. and S. F.).	38006,	178.30 <sup>15</sup>	3,854	27,440 37
			Rincon, N. Mex., El Paso Tex. (A., T. and S. F.).	39004	77.45	152	3,310 98
Alexandria and Round Hill, Va.	3	50.61	Alexandria, Round Hill, Va. (Wash., Ohio and Western).	11004	52.20	411	2,990 53
Alexandria and Strasburgh, Va.	3	88.49	Manassas, Strasburgh, Va. (Man. Div. Va. Mid.).	11003	62.55	406	3,583 48
			Alexandria, Manassas, Va. (Va. Midland).	11002,	( <sup>27</sup> )	.....	( <sup>27</sup> )
Allentown and Harrisburgh, Pa.	2	91.66	Allentown, Harrisburgh, Pa. (E. P. and L. V. Breha. P. and R.).	8073	89.51	2,062	11,575 99

<sup>1</sup> Balance of route, Ellendale to Aberdeen, Dak. (37.40 miles), covered by closed pouches. (See Table C.) Service on this line was established this year.

<sup>2</sup> Formerly Addison and Westfield R. P. O.; increase, 13.90 miles, July 27, 1883.

<sup>3</sup> Car in reserve.

<sup>4</sup> Runs on route 6052, Adrian to Grosvenor, Mich. (7.60 miles). Shown in report of New York and Chicago R. P. O.

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<sup>7</sup> 142 miles covered by the New York and Chicago R. P. O. Double daily service, except Sundays, when a half round trip is performed.

<sup>8</sup> 1 chief clerk superintendent's office, New York, N. Y.; 2 clerks superintendent's office, New York, N. Y.; 1 clerk to dormitory, New York P. O.; 4 clerks to transfer duty, Albany, N. Y.; 5 clerks to transfer duty, New York, N. Y.; 2 clerks to transfer duty, Troy, N. Y.; 1 clerk to transfer duty, Castleton, N. Y.

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operation in the United States on June 30, 1884.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.			
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.						
		Miles.		Miles.					Ft.	In.						
	July 1, 1883	9	20	10	20	6	40,822	2	15	0	7	8	1	1	1	
	July 1, 1883	3	21	4	24	6	20,746	2	20	9	8	10	2	1	2	
	Nov. 1, 1883	3	24	4	21		60,302									
	Mar. 15, 1883	1	14	4	12	6	25,966	2	8	3	5	5	1	1	1	
	Jan. 9, 1882	126	21.40	125	21.40	6	2,651	}	1	12	0	6	7	1	1	1
	Apr. 4, 1883	126	21.40	125	21.40	6	18,138									
	July 1, 1881	1	24	2	23	6	89,649	2	15	0	9	0	3	1	24	
\$5,680 00	Jan. 9, 1882	4	27	1	39	6	98,693	1	50	0			2	4	28	
		28	30	32	29	6	90,990	1	15	5	8	8	2	2		
5,900 00	Jan. 9, 1882	21	29	30	26	6	92,126	103	50	0		0	4	2	116	
4,160 00	Jan. 9, 1882	37	22	2	30	6	70,808	(12)					(12)			
Not fixed.		32	28	57	25	6	91,565	141	21	0	9	0	2	1	2	
	July 1, 1880	6	19	5	18	6	36,884	1	14	8	8	3	1	1	1	
	July 1, 1883	2	20	1	20	6	94,858	1	9	3	8	8	2	1	2	
	July 1, 1883	2	24	1	23	6	158,466	173	9	4	9	0	4	1	186	
	July 1, 1883	7	19	8	19	7	19,566	1	25	7½	7	7½	2	1	2	
		7	19	8	19	7	15,372	1	24	6	7	6				
	July 1, 1883	7	19	8	19	7	60,127									
	Apr. 16, 1884	1	20½	2	22	7	420,804	3	21	0	9	0	5	1	5	
	July 1, 1882	101	20	102	19	7	130,472	1	14	0	9	0				
	July 1, 1882	101	23	102	17	7	56,693	2	21	3	9	4	3	1	3	
	July 1, 1881	1	17.78	4	17.17	6	31,681	172	16	0	6	8	1	1	1	
	July 1, 1881	56	20.70	57	19.58	6	37,810	1	41	0	8	9	2	1	2	
		56	27.70	57	22.16	6	17,583	261	13	0	7	0				
	July 1, 1881	10	18	3	23	6	57,379	2	14	0	8	6	2	1	2	
								261	14	0	8	6				

<sup>13</sup> Service established October 1, 1883.

<sup>14</sup> Part baggage-car.

<sup>15</sup> Balance of route (104.54 miles) covered by Waycross and Chattahoochee R. P. O.

<sup>16</sup> Balance of route (108.73 miles) covered by Minneapolis and Albert Lea (Minn.) R. P. O.

<sup>17</sup> One car in reserve.

<sup>18</sup> Two helpers between Burlington and La Porte City, Iowa, 135 miles.

<sup>19</sup> Reported last year as Ottumwa and Moberly; decrease distance, 1 mile.

<sup>20</sup> 67.97 miles of route 27060 covered by Des Moines, Percy and Albia R. P. O.

<sup>21</sup> Distance on route 28015 (21 miles) covered by Keokuk and Centerville R. P. O.

<sup>22</sup> 49.16 miles of route 28007 covered by closed pouch service between Ottumwa, Iowa, and Glenwood Junction, Mo. (See Table C<sup>c</sup>.)

<sup>23</sup> Reported last year as Albuquerque and Williams; increased distance, 194.75 miles.

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Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles, by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Allentown and Pawling, Pa.	2	43.82	Allentown, Eman's Junction, Pa. (E. P. Branch P. and R.). Eman's Junction, Perkio-men Junction, Pa. (Perkio-men).	8073	( <sup>1</sup> )	.....	( <sup>1</sup> )
				8056	37.60	222	\$1,639 73
Alton Bay and Dover, N. H.	1	28.42	Alton Bay, Dover N. H. (Boa. and Maine).	1013	28.42	379	1,555 14
Annapolis Junction and Annapolis, Md.	3	21.09	Annapolis, Annapolis Junction, Md. (Annap. and Elk Ridge).	10007	21.11	524	1,407 82
Arcadia and Cherry Vale, Kans.	7	81.69	Arcadia, Cherry Vale, Kans. (K. C., Ft. S. and G.). Weir Junc. (N. O.) Weir, Kans. (K. C., Ft. S. and G.).	33024 33043 <sup>5</sup>	73.94 3.88	335 .....	3,856 72 No pay fixed.
Ashland and Menasha, Wis.	6	251.55	Ashland, Menasha, Wis. (Wis. Central).	25017 <sup>6</sup>	249.22	1,607	18,096 93
Ashland and Richardson, Ky. <sup>8</sup>	5	50.36	Ashland, Richardson, Ky. (Chattanooga Ry.).	(part) 20027	50.86	263	2,208 84
Ashtabula, Ohio, and New Castle, Pa. <sup>9</sup>	5	81.13	Harbor, Youngstown, Ohio. (Penn. Co.). Youngstown, Cross Cut (Penn. Co.). Cross Cut, New Castle, Pa. (Penn. Co.).	21044 21035 8029	63.95 18.82 ( <sup>10</sup> )	192 353 .....	2,783 86 997 64 ( <sup>10</sup> )
Ashtabula and Youngstown, Ohio. <sup>11</sup>	9	64.70	Ashtabula, Andover, Ohio (L. S. and M. S.). Andover, Youngstown, Ohio (L. S. and M. S.).	(part) 8045 (part) 21062	( <sup>12</sup> ) 38.89	..... 705	( <sup>12</sup> ) 2,826 52
Atchison and Lenora, Kans.	7	293.31	Atchison, Waterville, Kans. (C. Bch. U. P.). Waterville, Greenleaf, Kans. (C. Bch. U. P.). Greenleaf, Concordia, Kans. (C. Bch. U. P.). Concordia, Lenora, Kans. (C. Bch. U. P.).	33003 33021 33022 33026	100.40 13.62 <sup>13</sup> 42.05 138.54	2,647 1,621 2,235 1,149	13,734 72 1,525 57 5,500 98 12,675 02
Atchison and Topeka, Kans.	7	51.20	Atchison, Topeka, Kans. (A. T. and S. F.).	33010	50.63 <sup>13</sup>	9,081	8,692 66
Athens and Union Point, Ga.	4	40.48	Athens, to Union Point, Ga. (Ga. R. R.).	(part) 15007	40.95	304	2,030 71
Athol and Springfield, Mass.	1	48.34	Athol, Springfield, Mass. (Boa. and Albany).	3068	47.89	291	2,334 15
Atlanta Ga., and Birmingham, Ala. <sup>17</sup>	4	167.38	Atlanta, Ga., and Birmingham, Ala. (Ga. Pacif. Ry.).	15042	166.76 <sup>13</sup>	426	9,695 42
Atlanta and Macon, Ga....	4	103.81	Atlanta, to Macon, Ga. (Cent. R. R. of Ga.).	15012	103.80	2,619	14,199 84
Atlanta, Ga., and Montgomery, Ala.	4	175.68	Atlanta to West Point Ga. (Atl. and W. P.). West Point, Ga., to Montgomery, Ala. (W. R. R. of Ala.).	15003 17001	86.60 86.21	5,137 4,696	14,883 07 14,299 66
Atlanta and Savannah, Ga.	4	294.08	Atlanta, to Macon, Ga. (Cent. R. R. of Ga.). Macon, to Savannah, Ga. (Cent. R. R. of Ga.).	15012 15010	( <sup>21</sup> ) 193.44	..... 767	( <sup>21</sup> ) 14,554 42

<sup>1</sup> Six miles covered by Allentown and Harrisburgh R. P. O.<sup>2</sup> Reserve cars.<sup>3</sup> Cars and clerks shown on route 8073; clerk records arrival and departure at Pawling by slips.<sup>4</sup> Reserve car.<sup>5</sup> Clerk runs from Weir Junction to Weir and return each way, thus doubling route 33043 each trip.Balance of route covered by Menasha and Schleis-  
ingerville, Wis., R. P. O. (65.82 miles), and between Schleis-  
ingerville and Milwaukee, Wis.

(32.50 miles), by closed pouches. See Table "C C."

<sup>7</sup> One clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.<sup>8</sup> In report of 1883 Ashland and Peach Orchard, Ky.—Extended July 23, 1883.—Increased distance 3.70 miles.<sup>9</sup> Service between Harbor and Ashtabula by closed pouches.<sup>10</sup> Covered by lines of second division 2.23 miles, Erie and Pittsburgh R. P. O.<sup>11</sup> Runs on route 8045, Ashtabula to Andover, Ohio (24.50 miles).

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.								
.....	.....	10	34	5	34	6	4,239	1 2	11 0 8 8	6 2 6 6	1	1	1
.....	July 1, 1881	10	22	5	22	6	23,192	( <sup>2</sup> )	.....	.....	( <sup>2</sup> )		
.....	July 1, 1881	252	24	257	24	6	17,791	1	11 1	6 7	1	1	1
.....	July 1, 1881	260	24	261	24	6	17,791	1	9 5	6 7	1	1	1
.....	July 1, 1881	1	23.65	2	20.65	6	13,202	1	8 0	8 0	1	1	1
.....	July 1, 1883	31	20	32	20	7	54,127	1	18 1½	8 10½	1	1	1
.....	.....	31	20	32	20	7	5,670						
.....	Apr. 16, 1884	2	20	1	20	6	157,470	3	21 0	9 3	3	1	14
.....	July 23, 1883	42	12.34	43	12.49	6	31,478	1	10 0	6 10	1	1	1
.....	July 1, 1880	24	19.62	21	20.56	6	39,225	2	15 0	9 0	2	1	2
.....	July 1, 1880	24	21.39	21	23	.....	10,191						
.....	.....	24	28.80	21	28.80	.....	1,400						
.....	.....	10	14.77	5	25.96	6	15,337	1	17 4	9 0	1	1	1
.....	July 1, 1880	10	14.77	5	25.96	6	25,165						
.....	July 1, 1882	63	20	64	20	7	73,200	3	22 3	9 1	4	1	147
.....	July 1, 1882	63	20	64	20	7	10,516	1	29 4	9 4			
.....	July 1, 1882	63	20	64	20	7	30,744						
.....	July 1, 1882	63	20	64	20	7	101,242						
.....	July 1, 1883	1	22	2	22	7	37,474	102	13 5	9 4	1	1	1
.....	July 1, 1880	22	13	21	13	6	25,340	1	10 6	6 0	1	1	1
.....	July 1, 1881	6	22.89	1	19.08	6	30,260	1	10 11	6 4	1	1	1
.....	Jan. 1, 1884	1	24	2	24	7	122,187	103	15 0	8 6	2	1	2
.....	July 1, 1880	2	25	1	25	6	64,985	2	21 0	8 2	2	1	104
4,330 00	July 1, 1880	{ 50	29	51	29	7	64,146	4	49 1		5	2	111
		{ 52	29	53	29	.....	64,146						
4,310 50	July 1, 1880	{ 50	29	51	29	7	64,100						
		{ 52	29	53	29	.....	64,100						
.....	.....	52	26	51	26	7	64,985	103 105	25 14 1	9 6 7	4	1	4
.....	July 1, 1880	52	26	51	26	.....	149,693	.....	.....	.....	.....	.....	.....

<sup>12</sup> Shown in report of Oil City and Ashtabula R. P. O.<sup>13</sup> 7.00 miles of route 33.021 between Washington and Greenleaf, Kans., covered by closed pouch service. See Table C.<sup>14</sup> 3 helpers between Atchison and Downs, Kans.<sup>15</sup> 569.87 miles of route 33010 covered by Kansas City and Puebla R. P. O. Leavenworth and Topeka R. P. O. also runs over this line between Meriden Junction and Topeka, Kans., distance 11 miles.<sup>16</sup> 1 reserve car.<sup>17</sup> Reported last year as Atlanta and Anniston R. P. O.<sup>18</sup> 10 miles between Birmingham and Coalburg, Ala., covered by locked pouches.<sup>19</sup> 1 detailed as transfer clerk at Macon, Ga.; 1 detailed to superintendent's office at Atlanta, Ga.<sup>20</sup> 1 detailed to superintendent's office at Atlanta, Ga.<sup>21</sup> 103.80 miles covered by Atlanta and Macon R. P. O.<sup>22</sup> 6 reserved cars.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Attica and Cuba, N. Y. ....	2	59.37	Attica, Cuba., N. Y. (T. V. and Cuba).	6108	59.92	126	\$2,561 57
Auburn and Freeville, N. Y.	2	40.31	Auburn, Freeville, N. Y. (I. A. and W. Div. So. Cent.).	6076	39.70	158	1,697 17
Augusta and Atlanta, Ga. ...	4	171.59	Augusta to Atlanta, Ga. (Ga. R. R.).	15004	172.59	3,089	24,790 82
Augusta and Millen, Ga. ...	4	53.51	Augusta to Millen, Ga. (Cent. R. R. of Ga.).	15005	53.57	550	3,527 04
Augusta and Portland, Me. <sup>4</sup>	1	63.39	Augusta, Portland, Me. (Me. Central.)	56 (part)	( <sup>6</sup> )	.....	( <sup>6</sup> )
Augusta, Ga., and Port Royal, S. C.	4	112.52	Augusta, Ga., Port Royal, S. C. (P. R. and Aug.).	14010	110.77	336	5,777 76
Au Sable and Alger Junction, Mich. <sup>7</sup>	9	45.89	Au Sable, Alger Junction, Mich. (Det., B. C. and Alpena).	24057	47.35	616	3,946 58
Austin, Minn., and Mason City, Iowa.	6	40.74	Austin, Minn., Mason City, Iowa (Chi., Mil. and St. Paul).	26012	41.29	652	2,894 84
Babylon and New York ...	2	37.40	Babylon, Long Island City, N. Y. (Long Island).	6093	( <sup>8</sup> )	.....	( <sup>8</sup> )
Baldwin and Grand Rapids, Mich. <sup>10</sup>	9	74.70	Baldwin, Grand Rapids, Mich. (Chi. and West Mich.)	24026	73.98	505	4,462 02
Baltimore and Williamsport, Md.	3	94.12	Baltimore, Williamsport, Md. (W. Md.).	10006	93.20	788	7,092 52
Baltimore, Md., and Bristol, Tenn.	3	477.57	Baltimore, Hagerstown, Md. (W. Md.).	10006 (part)	( <sup>12</sup> )	.....	( <sup>12</sup> )
			Hagerstown, Md., Roanoke, Va. (Shen. Val.).	11021	239.86	2,095	30,972 19
			Roanoke, Va., Bristol, Tenn. (N. and W.).	11013 (part)	( <sup>14</sup> )	.....	( <sup>14</sup> )
Baltimore, Md., and Grafton, W. Va.	3	293.75	Baltimore, Md., Grafton, W. Va., B. and O.).	10003 (part)	293.75 <sup>15</sup>	16,055	88,909 81
Baltimore, Md., and Lexington, Va.	3	244.53	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio).	10017	81.13	641	5,688 02
			Harper's Ferry, W. Va., Lexington, Va. (Balto. and Ohio).	12001	165.54	1,489	17,616 62
Baltimore, Md., and Washington, D. C.	3	43.37	Bay View Junction, Washington, D. C. (B. and P.).	10013	( <sup>16</sup> )	.....	( <sup>16</sup> )
Bangor, Me., and Boston, Mass.	1	245.90	Bangor, Portland, Me. (Me. Central).	6	137.72	14,507	37,444 69
			Portland, Me., Boston, Mass. (Eastern).	3001	109.08	24,603	41,502 75
Bangor, Me., and Boston, Mass. (short run).	1	57.78	Portsmouth, N. H., Boston, Mass. (Eastern).	213001 (part)	( <sup>22</sup> )	....	( <sup>22</sup> )

<sup>1</sup> 1 reserve car. Clerk records arrival and departure at Cuba by slips.

<sup>2</sup> 1 reserve car.

<sup>3</sup> 1 detailed as transfer clerk at Augusta, Ga.

<sup>4</sup> This clerk runs in connection with Skowhegan and Portland R. P. O. clerks.

<sup>5</sup> Balance of route covered by Bangor and Boston R. P. O., 74.78 miles.

<sup>6</sup> Covered by Bangor and Boston R. P. O., 62.94 miles.

<sup>7</sup> Established April 18, 1884.

<sup>8</sup> 37 miles covered by Sag Harbor and New York R. P. O. (long run).

<sup>9</sup> Clerks stated in Sag Harbor and New York R. P. O.

<sup>10</sup> Reported last year as White Cloud and Grand Rapids R. P. O. Extended to Baldwin, Mich., February 20, 1884, increasing 26.85 miles.

<sup>11</sup> In reserve.

<sup>12</sup> 86.60 miles covered by Baltimore and Williamsport R. P. O.

<sup>13</sup> 1 acting clerk.

<sup>14</sup> 152.16 miles covered by Lynchburgh and Bristol R. P. O.

<sup>15</sup> Balance of route shown on Grafton and Wheeling R. P. O., 100.55 miles.

<sup>16</sup> 2 helpers between Baltimore and Washington Junction; 2 detailed to office general superintendent of railway mail service; 2 detailed to office superintendent third division of railway

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1883	32	16	81	15	6	37,165	12	8	5 3	1	1	1
.....	Aug. 7, 1881	23	15	24	13	6	25,734	1	7 2	6 6	1	1	1
\$4,314 75	Apr. 1, 1883	1	24	2	23	14	250,521	23	25 4	8 8	3	1	27
.....	July 1, 1880	3	18	4	18	.....	.....	2	15	9 2	3	1	.....
.....	.....	18	15	17	17	6	38,497	1	10 8	8 5	1	1	1
.....	.....	44	24.19	25	23.43	6	39,682	1	15 0	6 7	1	1	1
.....	July 1, 1880	1	18	2	18	7	82,139	23	10 4	6 10	2	1	2
.....	Jan. 15, 1884	1	18.20	4	18.20	6	5,966	1	11 3	6 6	1	1	1
.....	July 1, 1883	19	26	20	26	6	25,503	1	12 1	9 2	1	1	1
.....	.....	14	25	33	25	6	23,412	1	12 4	6 0	1	(?)	.....
.....	Feb. 20, 1884	38	21.17	37	21.17	6	35,694	1	13 0	8 0	1	1	1
.....	July 1, 1881	17	20.29	18	19.92	6	58,919	1	19 6	8	2	1	2
2,165 00	.....	1	28.08	10	28.08	7	63,875	111	10 6	8 2	6	1	158
5,997 25	July 1, 1881	1	23.93	10	26.40	7	174,777	1	40 2	9 9	.....	.....	.....
3,804 00	.....	1	26.90	10	29.12	7	109,975	112	44 6	9 0	.....	.....	.....
35,350 00	July 1, 1881	1	26.90	10	29.12	7	109,975	2	15 0	8 4	.....	.....	.....
.....	.....	1	26.90	10	29.12	7	109,975	2	43 7	8 8	2	1	.....
.....	July 1, 1881	2	34.04	3	40.59	7	214,738	1	48 0	9	4	2	1624
.....	.....	1	50 8	6 0	.....	.....	.....	1	50 8	6 0	.....	.....	.....
.....	.....	1	51 8	9 0	.....	.....	.....	1	51 8	9 0	.....	.....	.....
.....	.....	4	42.18	1	38.41	7	214,738	2	50 0	8 6	4	1	.....
.....	.....	6	41.08	5	42.03	7	214,738	1	50 0	8 6	4	2	.....
.....	.....	1	48 0	9 0	.....	.....	.....	2	48 0	9 0	.....	.....	.....
.....	.....	1	48 0	9 0	.....	.....	.....	172	50 0	8 6	.....	.....	.....
.....	.....	173	50 0	8 6	.....	.....	.....	173	50 0	8 6	.....	.....	.....
.....	.....	172	51 0	8 9	.....	.....	.....	172	51 0	8 9	.....	.....	.....
.....	July 1, 1881	14	24.04	13	21.06	6	51,401	2	18 0	0	4	1	4
.....	Mar. 19, 1884	14	21.06	13	22.06	6	101,675	2	21 0	9 0	.....	.....	.....
.....	.....	57	25.56	52	26.90	6	27,150	2	14 7	8 7	1	1	1
13,772 00	July 1, 1881	64	24.83	7	24.10	6	85,931	4	60 0	9 1	4	3	1935
10,908 00	July 1, 1881	2	22.45	71	21.01	7	100,481	201	40 0	9 0	4	3	.....
.....	.....	64	24.51	7	18.83	6	68,002	.....	.....	.....	.....	.....	.....
.....	.....	2	23.20	71	25.48	7	79,517	.....	.....	.....	.....	.....	.....
.....	July 1, 1881	44	24.39	53	25.29	6	36,170	221	19 6	9 6	2	(24)	(25)
.....	.....	1	19 5	8	.....	.....	.....	1	19 5	8	.....	.....	.....

mail service; 1 detailed to Post Office Department; 2 transfer clerks at Washington, D. C.; 3 transfer clerks at Baltimore, Md.; 1 transfer clerk at Cumberland, Md.; 1 chief clerk at Baltimore, Md.; 1 acting clerk.  
17 All reserve cars; all of the 48 feet long by 9 feet wide cars are owned by O. and M. R. R. Co.  
18 45.20 miles covered by New York and Washington R. P. O.  
19 3 clerks on Bangor and Boston (short run), 57.78 miles—two weeks on and one off duty; 4 clerks as short stops between Boston, Mass., and Portland, Me., 108.80 miles (2 on day and 2 on night train); 2 clerks detailed as transfer clerks (1 at Portland and 1 at Augusta, Me.); 1 clerk

detailed as chief clerk at Portland, Me.; 1 clerk detailed to office superintendent Boston, Mass.  
20 Reserve car.  
21 Balance of route covered by Bangor and Boston R. P. O., 52.18 miles.  
22 Covered by Bangor and Boston R. P. O., 56.90 miles.  
23 These cars are also used by the North Conway and Portsmouth R. P. O.  
24 There are 3 clerks on this line; 2 crews; 2 clerks to a crew (two weeks on and one off duty), the clerk in charge running as second clerk part of the time.  
25 Shown in column No. 20 Bangor and Boston R. P. O.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Bangor and Bucksport, Me.	1	19.24	Bangor, Bucksport, Me. (Me. Central).	18	19.41	584	\$1,311 13
Batavia and Buffalo, N. Y.	2	47.89	Batavia, Tonawanda, N. Y. (T. B. and C. Div., N. Y. C. and H. R.).	6014 (part)	36.00	196	1,539 00
			Tonawanda, Buffalo, N. Y. (N. Y. C. and H. R.).	6016	( <sup>2</sup> )	.....	( <sup>2</sup> )
Bath and Lewiston, Me.	1	28.47	Bath, Brunswick, Me. (Me. Central).	11	( <sup>4</sup> )	.....	( <sup>4</sup> )
			Brunswick, Lewiston, Me. (Me. Central).	63 (part)	15.03	729	1,105 16
Bayard and New Philadelphia, Ohio.	5	32.39	Bayard, New Philadelphia, Ohio (Penn. Co.).	21008	32.39	415	1,855 62
Bay City and Detroit, Mich. <sup>7</sup>	9	109.57	Bay City, Detroit, Mich. (Mich. Central).	24013	107.78	2,653	14,744 30
Bay City and Jackson, Mich. <sup>9</sup>	9	115.00	Bay City, Jackson, Mich. (Mich. Central).	24009 <sup>10</sup> (part)	114.51	1,207	11,455 58
Bay City, Wayne and Detroit, Mich. <sup>11</sup>	9	121.41	Bay City, East Saginaw, Mich. (F. and P. M.).	24048	13.21	1,088	1,174 63
			East Saginaw, Wayne, Mich. (F. and P. M.).	24015 (part)	( <sup>13</sup> )	.....	( <sup>13</sup> )
			Wayne, Detroit, Mich. (Mich. Central).	24006 (part)	( <sup>14</sup> )	.....	( <sup>14</sup> )
Beardstown and Shawneetown, Ill.	6	228.85	Beardstown, Shawneetown, Ill. (Ohio and Miss.).	23033	229.08	397	12,926 98
Belfast and Burnham, Me.	1	33.95	Belfast, Burnham, Me. (Me. Central).	4	33.95	455	2,061 10
Bellaire and Zanesville, Ohio. <sup>12</sup>	5	112.57	Bellaire, Zanesville, Ohio (Bell., Zanes. and Cin.).	21063	112.57	243	4,991 15
Bellevue and Cascade, Iowa	6	36.82	Bellevue, Cascade, Iowa (Chi., Mil. and St. Paul).	27053	36.29	164	1,551 40
Beloit and Solomon City, Kans.	7	57.83	Beloit, Solomon City, Kans. (Solomon).	33025	57.83	372	3,164 45
Belvidere, N. J., and Philadelphia, Pa.	2	102.54	Manunka Chunk, Trenton, (Bel. Del. Div. Penna.).	7008	67.85	888	5,453 10
			Trenton, N. J., Philadelphia, Pa. (N. Y. Div. Penn.).	7004	( <sup>20</sup> )	.....	( <sup>20</sup> )
Bement and Effingham, Ill.	6	62.26	Bement, Shumway, Ill. (Wab., St. L. & Pac.).	23066 (part)	52.60	834	4,092 80
			Shumway, Effingham, Ill. (Wab., St. L. & Pac.).	23063	8.75	314	441 43
Bennington, Vt., and Chatham, N. Y.	2	57.79	Bennington, Vt., Chatham, N. Y. (Lebanon Springs).	6054	57.80	387	3,212 52
Benson & Nogales, Ariz....	8	88.04	Benson, Nogales, Ariz. (New Mex. and Arizona).	40002	88.43	271	4,158 86
Benton Harbor, Mich., and Anderson, Ind.	5	164.97	Benton Harbor, Mich., Anderson, Ind. (Cin., Wab. and Mich.).	22022	166.81	435	9,841 79
Berlin and Salisbury, Md.	2	23.86	Berlin, Salisbury, Md. (Wico Poco).	10009 (part)	23.62	145	1,009 75
Bethany Junction, Iowa, Grant City, Mo.	6	44.28	Bethany Junction, Iowa, Grant City, Mo. (Chi., Bur. and Q'cy).	27006 (part)	44.23	685	3,176 60

<sup>1</sup> 50 miles covered by Canandaigua and Batavia R. P. O.

<sup>2</sup> 11.12 miles covered by Suspension Bridge and Buffalo R. P. O.

<sup>3</sup> Cars and clerks shown on route 6,014.

<sup>4</sup> Covered by Rockland and Brunswick R. P. O., 9.14 miles.

<sup>5</sup> Reserve car.

<sup>6</sup> Balance of route covered by Farmington and Lewiston R. P. O., 36.36 miles, and closed pouch service between Leeds Junction and Lewiston, 16.50 miles. (See Table C<sup>3</sup>).

<sup>7</sup> One line daily except Sunday. The other daily

to May 18, 1884; since then daily except Sunday.

<sup>8</sup> One clerk detailed from Mackinaw City and Bay City R. P. O.

<sup>9</sup> Double service daily except Sunday.

<sup>10</sup> Balance of route (181.18 miles) covered by Mackinaw City and Bay City R. P. O.

<sup>11</sup> Runs on route 24015, East Saginaw to Wayne, Mich. (90.50 miles), and in connection with Ludington and Toledo R. P. O. gives double service between these points daily except Sunday. Also runs on route 24006, Wayne to Detroit, Mich. (18.16 miles).

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.								
.....	July 1, 1881	100	16.11	101	16.11	6	12,044	1	15 6	7 5	1	1	1
.....	July 1, 1881	104	17.35	105	16.58	6	12,044						
.....	July 1, 1881	1	12	2	13	6	22,731	1	6 0	6 0	1	1	1
.....		1	15	2	15	6	6,936	<sup>3)</sup>			<sup>3)</sup>		
.....		55	20.88	62	20.88	6	7,068	1	16 0	6 7	1	1	1
.....		65	20.88	74	20.88	6	7,068	<sup>5)</sup> 1	15 9	6 7			
.....	July 1, 1881	55	11.64	62	21.15	.....	10,755						
.....		65	19.40	74	21.15	.....	10,755						
.....	July 1, 1880	51	21.60	52	21.60	6	20,276	1	14 10	8 4	1	1	1
.....	Apr. 4, 1883	202	25.41	203	25.41	6	78,671	1	16 1	8 10	<sup>6)</sup> 2	1	3
.....		204	25.41	201	25.41	6	68,591	2	15 6	9 4	2	1	
\$1,184 70	Oct. 1, 1883	72	24.47	73	21.41	6	71,990	1	16 10	8 7	3	1	3
.....		74	21.41	71	22.84	6	71,990	1	17 0	8 11			
.....	Apr. 4, 1883	5	25.86	2	28.39	6	3,991	1	20 0	8 10	2	1	( <sup>12)</sup>
.....	Apr. 4, 1883	5	25.86	2	28.39	6	56,653						
.....	Apr. 4, 1883	5	25.86	2	28.39	6	11,368						
.....	July 1, 1883	<sup>15</sup> 20	18	21	19	6	96,404	1	<sup>16</sup> 16 7 <sup>1</sup> / <sub>2</sub>	9 3	4	1	4
.....		<sup>16</sup> 22	17	23	18	6	46,542	1	<sup>16</sup> 16 3	9 4 <sup>1</sup> / <sub>2</sub>			
.....								1	<sup>16</sup> 14 4	9 6			
.....								1	<sup>17</sup> 14 3	8 11			
.....	July 1, 1881	87	16.55	86	17.26	6	21,252	1	14 0	7 0	1	1	1
.....		89	14.70	88	18.91	6	21,252	1	<sup>18</sup> 12 0	7 0			
.....	Dec. 15, 1883	22	10.39	23	10.23	6	52,633	2	12 0	7 8	2	1	2
.....	July 1, 1883	25	9	26	9	6	22,736	1	7 2	5 10	1	1	1
.....								<sup>17</sup> 1	12 7	7 6			
.....	July 1, 1882	142	12	141	12.50	7	42,231	1	14 0	8 0	1	1	1
.....	July 1, 1881	573	28	554	29	6	42,507	1	15 6	8 2	1	1	1
.....		49	25	54	25	6	21,682	<sup>19</sup> 2	12 0	6 2			
.....								( <sup>21</sup> )			( <sup>21</sup> )		
.....	July 1, 1883	85	15	84	15	6	33,497	1	15 0	9 8	1	1	1
.....	July 1, 1883	85	15	84	15	6	5,478						
.....	July 1, 1881	4	16	5	21	6	36,177	1	10 0	6 2	1	1	1
.....	Nov. 20, 1882	1	11.84	2	11.97	7	64,445	<sup>17</sup> 3	20 0	9 2	2	1	<sup>22</sup> 2
.....	Apr. 1, 1883	1	25.16	2	24.43	6	136,265	2	15 0	9 0	2	1	2
.....	July 1, 1881	1	17	2	13	6	14,937	1	9 1	8 7	1	1	1
.....	July 1, 1883	41	20	42	20	6	27,719	1	11 0	7 1	1	1	1

<sup>12</sup> Clerks appointed to Ludington and Toledo R. P. O.  
<sup>13</sup> Shown in report of Ludington and Toledo R. P. O.  
<sup>14</sup> Shown in report of Detroit and Chicago R. P. O.  
<sup>15</sup> Beardstown to Flora.  
<sup>16</sup> Flora to Shawneetown.  
<sup>17</sup> One reserve.  
<sup>18</sup> Reserve car.  
<sup>19</sup> In report of 1883 Bellaire and Woodfield, Ohio, extended October 1, 1883, to Summerfield; increased distance 17.29 miles. Extended December 15, 1883, to Zanesville, Ohio; increased distance 52.62 miles.

<sup>20</sup> 32.64 miles covered by New York and Washington R. P. O.  
<sup>21</sup> Cars and clerk shown on route 7008.  
<sup>22</sup> Balance of route (152.86 miles) covered by Chicago, Decatur, Ill., and Saint Louis, Mo., R. P. O., and between Shumway and Altamont, Ill. (10.53 miles) by closed pouches. See Table "C. C."  
<sup>23</sup> See Colton and National City R. P. O. for additional clerk.  
<sup>24</sup> Balance of route, 7.06 miles, covered by closed pouch service. See Table C.  
<sup>25</sup> Balance of route (50.45 miles) covered by Chariton, Iowa, and Albany, Mo., R. P. O.



TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Bethlehem and Philadelphia, Pa.	2	157.60	Bethlehem, Philadelphia, Pa. (N. P. Div. P. and R.).	8004	56.52	<i>Pounds.</i> 2,926	\$7,973 84
Big Rapids and Detroit, Mich. <sup>1</sup>	9	190.70	Big Rapids, Ionia, Mich. Det., Lana. and Northern).	24016	68.09	439	4,424 48
			Ionia, Detroit, Mich. (Det. Lana. and Northern).	24017 (part)	( <sup>2</sup> )	.....	( <sup>2</sup> )
Big Rapids and Holland, Mich. <sup>1</sup>	9	91.63	Big Rapids, Muskegon, Mich. (Chi. & West Mich.).	24022	56.14	352	2,975 98
			Muskegon, Holland, Mich. (Chi. and West Mich.).	24021 <sup>3</sup> (part)	35.50	1,264	3,430 01
Billings and Helena, Mont.	6	240.25	Billings, Helena, Mont. (North Pac.).	26001 <sup>4</sup> (part)	238.50	1,392	No pay fixed.
Binghampton and New York, N. Y.	2	209.20	Binghamton, N. Y., Washington, N. J. (Del., Lack. and West'n).	8019 <sup>5</sup> (part)	139.36	1,504	14,894 80
			Danville, Washington, N. J. (Del., Lack. and West'n).	7013	( <sup>12</sup> )	( <sup>12</sup> )	( <sup>12</sup> )
			Hoboken, Danville, N. J. (Del., Lack. and West'n).	7028	34.17	2,048	4,148 57
Bismarck, Dak., and Glendive, Mont. <sup>14</sup>	6	220.96	Bismarck, Dak., Glendive, Mont. (North Pac.).	26001 <sup>15</sup> (part)	220.70	1,392	22,796 10
Blanchard and Oldtown, Me.	1	64.03	Blanchard, Oldtown, Me. (Bang. and Piscataquis).	14	64.03	953	5,310 64
Bloomington and Roodhouse, Ill.	6	110.75	Bloomington, Roodhouse, Ill. (Chic. and Alton).	23018	111.27	1,811	13,319 02
Bluffs, Ill., and Hannibal, Mo.	6	50.01	Bluffs, Ill., Hannibal, Mo. (Wab., St. L. and Pac.).	23025	50.01	1,643	5,644 12
Boone and Des Moines, Iowa.	6	43.30	Boone, Des Moines, Iowa. (St. L., Des M. and North.).	27081	43.30	190	1,851 07
Boonville and Versailles, Mo. <sup>20</sup>	7	44.69	Boonville, Versailles, Mo. (Mo. Pac.).	28008	44.69	250	2,063 84
Boston Corners and Poughkeepsie, N. Y. <sup>21</sup>	2	38.06	Boston Corners, Poughkeepsie, N. Y. (Pough., Hart. and Bost.).	6079 (part)	38.33	177	1,628 61
<i>Boston, Mass., and Albany, N. Y.</i>	1	203.25	<i>Boston, Mass., Albany, N. Y. (Bos. and Albany).</i>	3025	202.06	38,986	107,803 05
<i>Boston, Mass., and Albany, N. Y. Short run.</i>	1	99.44	<i>Boston, Springfield, Mass. (Bos. and Albany).</i>	3025 <sup>22</sup> (part)	( <sup>27</sup> )	.....	( <sup>27</sup> )
<i>Boston, Clinton, and Fitchburgh, Mass.</i>	1	59.48	<i>Boston, South Framingham, Mass. (Bos. and Albany).</i>	3025 <sup>23</sup> (part)	( <sup>28</sup> )	.....	( <sup>28</sup> )
			<i>South Framingham, Fitchburgh, Mass. (Old Colony).</i>	3051 <sup>21</sup> (part)	34.72	894	2,790 45
<i>Boston, Mass., and Greenville, N. H.</i>	1	60.33	<i>Boston, Ayer, Mass. (Fitchburgh).</i>	3021 <sup>22</sup> (part)	( <sup>23</sup> )	.....	( <sup>23</sup> )
			<i>Ayer, Mass., Greenville, N. H. (Fitchburgh).</i>	3024	23.63	466	1,466 97

<sup>1</sup> Distance run on trains 1, 10, and 14, 57.60 miles.<sup>2</sup> Inward train, two (2) clerks; outward train, one (1) clerk.<sup>3</sup> Clerk shown on train 1.<sup>4</sup> Reserve car.<sup>5</sup> Runs on route 24017, Ionia to Detroit, Mich. (122.73 miles), and with Howard and Detroit R. P. O. gives double service between these points daily except Sunday.<sup>6</sup> Shown in report of Howard City and Detroit R. P. O.<sup>7</sup> In connection with Muskegon and Allegan R. P. O. gives double service between Muskegon and Holland, Mich. (35.50 miles) daily except Sunday.<sup>8</sup> 44.99 miles of route covered by Pentwater and Muskegon R. P. O. and 127.69 miles of route covered by Grand Rapids and La Crosse R. P. O.<sup>9</sup> Balance of route (1,040.54 miles) covered by St.

Paul, Minn., and Bismarck, Dak., Bismarck, Dak., and Glendive, Mont., Glendive and Billings, Mont., and Helena, Mont., and Spokane Falls, Wash. T'y R. P. O's. This line was reported last year as Billings and Livingston, Mont., R. P. O. Increased distance ran this year 124.33 miles.

<sup>10</sup> These cars run through to Portland, Oregon, from St. Paul, Minn.<sup>11</sup> Balance of route (5.20 miles) covered by closed pouch service. See Table C's.<sup>12</sup> 33.48 miles covered by New York, Dover and Easton R. P. O.<sup>13</sup> Cars and clerks shown on route 8019.<sup>14</sup> This line was reported last year as Bismarck, Dak., and Billings, Mont., R. P. O. Divided this year into Bismarck, Dak., and Glendive, Mont., and Glendive and Billings, Mont., R. P. O.'s.



in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crews.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.					
	July 1, 1881	8	Miles. 28	1	Miles. 25	6	36,072	1	Ft. In. 15 0	Ft. In. 8 4	1	2	3	
		14	25			3	17,986	1	15 0	8 4	(2)			
		10	36	15	24	6	36,072	1	15 0	8 4	1	1		
								1	15 0	8 4				
	Sept. 15, 1880	4	21.48	7	21.48	6	42,586	2	20 0	8 10	3	1	3	
	Sept. 15, 1880	4	21.48	7	21.48	6	76,791							
	Apr. 4, 1883	30	20.15	31	14.51	6	34,743		11 0	9 0	2	1	2	
	Apr. 4, 1883	30	20.15	13	14.51	6	22,617							
	July 1, 1883	1	21	2	22	7	175,863	102	24 0	9 2	4	1	4	
	July 1, 1881	2	26	1	24	6	87,979	2	20 0	9 0	3	2	6	
		2	28	1	28	6	20,899	(12)			(12)			
	July 1, 1881	2	26	1	26	6	22,092	(13)			(13)			
	July 1, 1883	1	20	2	20	7	161,743	102	24 0	9 2	4	1	4	
	July 1, 1881	4	18.84	1	19.32	6	40,082	1	14 0	9 0	1	1	1	
								171	10 0	9 0				
	July 1, 1883	6	21	5	21	6	69,329	181	40 0	8 11 1/2	2	1	2	
								191	19 6	9 2				
	July 1, 1883	43	25	42	25	6	31,306	1	12 0	9 6	1	1	1	
	July 1, 1883	2	19	1	19	6	27,106	1	7 6	5 9	1	1	1	
	July 1, 1883	50	11	51	11	6	27,975	1	10 4	7 5	1	1	1	
	July 1, 1881	3	12	2	14	6	23,826	1	9 3	6 10	1	1	1	
								171	7 2	6 10				
\$18,639 05	July 1, 1881	1	25.26	32	20.07	6	127,234	1	27 10	8 7	224	3	237	
		49	28.53	56	28.32	6 1/2	138,007	241	28 6	8 6	224	4		
								2	56 7	8 9				
1,726 02	July 1, 1881	109	23.67	24	26.30	6	62,249	171	27 7	8 7				
								1	27 9	8		2	(22)	
	July 1, 1881	7	22.73	443	24.48	6	13,997	1	14 0	6 0	1	1	1	
								171	14 0	6 6				
	July 1, 1881	7	26.83	443	25.30		23,237							
	July 1, 1881	74	25.38	137	24.88	6	22,848	1	8 9	6 3	1	1	1	
								171	15 10	8 11				
	July 1, 1881	74	23.53	137	19.60	6	14,917							

<sup>12</sup> Balance of route (1,058.34 miles) covered by Saint Paul, Minn., and Bismarck, Dak., Glendive and Billings, Mont., Billings and Helena, Mont., and Helena, Mont., and Spokane Falls, Wash. T'y, R. P. O's.

<sup>13</sup> Cars run through from Saint Paul to Portland, Oreg.

<sup>14</sup> Reserve car.

<sup>15</sup> Whole car.

<sup>16</sup> Reserve.

<sup>17</sup> Not reported last year; new service.

<sup>18</sup> Formerly Millerton and Poughkeepsie R. P. O. Decrease 6.60 miles July 26, 1883, which are covered by State Line and Rhinecliff, R. P. O.

<sup>19</sup> A. M. run.

<sup>20</sup> Four clerks on Boston and Albany R. P. O. short run, 99.44 miles. One clerk detailed as chief clerk Boston, Mass.; 2 clerks detailed to office Superintendent, Boston, Mass.; 2 clerks as short stops on Boston and Albany R. P. O. short run.

<sup>21</sup> Parts of car.

<sup>22</sup> P. M. run.

<sup>23</sup> Balance of route covered by Boston and Albany R. P. O., 103.43 miles. These clerks record arrival and departure at depot at Springfield, Mass.

<sup>24</sup> Covered by Boston and Albany R. P. O., 98.63 miles.

<sup>25</sup> Shown in column No. 20, Boston and Albany R. P. O.

<sup>26</sup> Balance of route covered by Boston and Albany R. P. O., 180.85 miles.

<sup>27</sup> Covered by Boston and Albany R. P. O., 21.21 miles.

<sup>28</sup> Balance of route covered by Lowell and Taunton R. P. O., 37.16 miles, and closed pouch service between Taunton and New Bedford, 20.88 miles. (See Table C.)

<sup>29</sup> Balance of route covered by Boston and Troy R. P. O., 69.64 miles.

<sup>30</sup> Covered by Boston and Troy R. P. O., 36.07 miles.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Boston, Mass., and Hopewell Junction, N. Y.	1	215.23	Boston, Mass., Willimantic, Conn. (N. Y. and N. Eng.).	3034	85.80	8,308	\$17,679 94
			Willimantic, Conn., Hopewell Junction, N. Y. (N. Y. and N. Eng.).	5007 <sup>2</sup> (part)	129.08	755	15,682 54
Boston, Mass., and Hopewell Junction, N. Y. Short run.	1	118.80	Boston, Mass., Willimantic, Conn. (N. Y. and N. Eng.).	3034	( <sup>3</sup> )	.....	( <sup>3</sup> )
			Willimantic, Hartford, Conn. (N. Y. and N. Eng.).	5007 <sup>2</sup> (part)	( <sup>6</sup> )	.....	( <sup>6</sup> )
Boston, Mass., Nashua and Keene, N. H.	1	96.22	Boston, Lowell, Mass. (Bos. and Low.).	3016	( <sup>7</sup> )	.....	( <sup>7</sup> )
			Lowell, Mass., Nashua, N. H. (Bos. and Low.).	3073	( <sup>9</sup> )	.....	( <sup>9</sup> )
			Nashua, Greenfield, N. H. (Bos. and Low.).	1011	26.59	715	1,932 56
			Greenfield, Keene, N. H. (Man. and Keene).	1017	29.84	172	1,275 66
Boston, Mass., and New York, N. Y. Short run.	1	135.73	Springfield, Mass., New York, N. Y. (N. Y., N. H. and Hart.).	5005	( <sup>10</sup> )	.....	( <sup>10</sup> )
Boston, Mass., and Providence, R. I.	1	45.06	Boston, Mass., Providence, R. I. (Bos. and Prov.).	3035	( <sup>12</sup> )	.....	( <sup>12</sup> )
Boston, Mass., Providence, R. I., and New York, N. Y.	1	233.07	Boston, Mass., Providence, R. I. (Bos. and Prov.).	3035	44.19	16,352	9,256.92
			Providence, R. I., New London, Conn. (N. Y., Prov., and Bos.).	4002	62.10	17,626	13,858 23
			New London, New Haven, Conn. (N. Y., N. H., and H.).	5004	51.71	17,714	11,760 40
			New Haven, Conn., New York, N. Y. (N. Y., N. H., and H.).	5005 <sup>17</sup> (part)	( <sup>13</sup> )	.....	( <sup>13</sup> )
Boston, Springfield, Mass., and New York, N. Y.	1	235.17	Boston, Springfield, Mass. (Bos. and Albany).	3025 <sup>19</sup> (part)	( <sup>20</sup> )	.....	( <sup>20</sup> )
			Springfield, Mass., New York, N. Y. (N. Y., N. H., and H.).	5005	135.59	55,873	91,352 40

<sup>1</sup> On the a. m. run west there are 2 clerks to Waterbury, Conn., the second clerk stopping there and returning with Boston and Hopewell Junction short run next morning. On the Boston and Hopewell Junction short run there are 5 clerks: 1 on p. m. west to Hartford, Conn., and 2 on a. m. east, the clerk in charge doubles the road every day—every other week off; the second clerk runs two-thirds of the time (4 clerks on Boston and Hopewell Junction R. P. O.; 5 clerks on Boston and Hopewell Junction short run); 1 clerk detailed as transfer clerk, Boston, Mass.; 1 clerk detailed as transfer clerk, Hartford, Conn.

<sup>2</sup> Balance of route covered by Providence and Willimantic R. P. O., 58.50 miles. These clerks register at depot at Hopewell Junction, N. Y.

<sup>3</sup> Covered by Boston and Hopewell Junction R. P. O., 85.80 miles.

See foot-notes Boston and Hopewell Junction R. P. O.

<sup>6</sup> Balance of route covered by Boston and Hopewell Junction R. P. O., 92.07 miles, and Providence and Willimantic R. P. O., 58.50 miles.

<sup>6</sup> Covered by Boston and Hopewell Junction R. P. O., 31.50 miles.

<sup>7</sup> Covered by Saint Albans and Boston R. P. O., 26.02 miles.

<sup>8</sup> Reserve car.

<sup>9</sup> Covered by Saint Albans and Boston R. P. O., 14.77 miles.

<sup>10</sup> Covered by Boston, Springfield and New York R. P. O., 135.59 miles.

<sup>11</sup> Shown in column 20, Boston, Springfield and New York R. P. O. These clerks register at depot at Springfield and New York. Four clerks as short stops, New York to Springfield and return, 3 days, and New York to Wallingford and return, 3 days.

<sup>12</sup> Reserve car.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1881	47	Miles. 28.92	32	Miles. 27.82	6	53,710	1 1	Ft. In. 18 2 21 8	Ft. In. 8 11 9 3	4	1	(11)
	Mar. 6, 1882	47	26.16	32	27.36		81,022						
		61	24.05	66	25.44	6	54,336	1 1	18 2 17 4	8 11 9 0	2	(4)	(4)
		61	21.97	66	25.20		19,719						
		21	23.09	276	28.35	6	16,132	1 1	14 2 13 5	7 0 6 10	2	1	2
		21	25.07	276	20.29		9,090						
	July 1, 1881	21	23.56	276	25.47		16,489						
	July 1, 1881	21	22.72	276	22.15		18,523						
\$4,806 66		34	30.16	5	25.13	6	84,966	1 1 121 122	34 8 31 0 15 0	8 6 8 6 6 4	4	2	(11)
		a. m.	27.78	a. m.	25.62	6	28,207						
		S'th.		N'th.									
		p. m.	26.40	p. m.	24.00	6	28,207	141	14 6	5 9			
		S'th.		N'th.									
3,402 63	July 1, 1881	A	31.05	B	29.32	7	32,684	2	53 0	8 8	4	4	1620
3,105 00	July 1, 1881	A	25.59	B	31.47	7	45,794						
3,378 25	July 1, 1881	A	29.12	B	21.72	7	38,188						
4,659 62		A	29.64	B	29.48	7	53,941						
9,363 00		2113	32.87	11	33.24	6	61,742	2	55 0	8 8	4	4	2365
		75	39.71	39	38.67	14	72,197	(23)			4	241	
		263	30.03	69	29.43		72,197	2	54 6	8 8	4	5	
12,559 00	July 1, 1881	13	25.60	11	33.93	6	85,475	21	35 4	8 7			
		75	38.59	39	39.34	14	99,947						
		63	29.29	69	29.82		99,947						

12 Covered by Boston, Providence and New York R. P. O., 44.19 miles.  
14 The a. m. south and p. m. north use 2 cars, 1 on a. m. south run and 1 on p. m. north run.  
15 One clerk detailed to office superintendent, Boston, Mass.  
16 These clerks register at depot at New York, N. Y. One clerk detailed as transfer clerk, Boston, Mass.; 1 clerk detailed as transfer clerk, Providence, R. I.; 1 clerk detailed as transfer clerk, New London, Conn.; 1 clerk detailed as transfer clerk, Saybrook Junction, Conn.  
17 Balance of route covered by Boston, Springfield and New York R. P. O., 62.36 miles.  
18 Covered by Boston, Springfield and New York R. P. O., 73.23 miles.  
19 Balance of route covered by Boston and Albany R. P. O., 103.43 miles.  
20 Covered by Boston and Albany R. P. O., 98.63 miles.  
21 A. M. run.  
22 These clerks register at depot at New York, N.

Y. Eight clerks detailed to Boston and New York, short run; 4 clerks detailed to Boston and New York, as short stops (see foot-notes and columns No. 18 and 19, that line); 1 clerk detailed as chief clerk, New York, N. Y.; 2 clerks detailed as chief clerks, Boston, Mass.; 4 clerks detailed to office of superintendent, Boston, Mass.; 1 clerk detailed as transfer clerk, New Haven, Conn.; 1 clerk detailed as transfer clerk, Hartford, Conn.; 2 clerks detailed as transfer clerks, Springfield, Mass.; 1 clerk detailed as transfer clerk, Worcester, Mass.; 1 clerk detailed as transfer clerk, Boston, Mass.; 2 clerks on day line between Hartford, Conn., and Boston, Mass., that work Boston City letters. There are two vacancies on this line, but the crews are filled by other clerks on the line.  
23 No apartment; mail worked in baggage car.  
24 4.30 P. M. messenger.  
25 P. M. run.  
26 Reserve car.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
<i>Boston, Mass., and Troy, N. Y.</i>	1	191.04	Boston, Greenfield, Mass. (Fitchburg).	3021	105.71	14,037	\$21,782 60
			Greenfield, North Adams, Mass. (Fitchburg).	3022	37.12	13,030	7,236 17
			North Adams, Mass., Troy, N. Y., (Troy and Bos.).	6067	48.46	14,494	9,873 72
<i>Boston and Wellfleet, Mass.</i>	1	106.56	Boston, South Braintree, Mass. (Old Colony).	3038	11.86	6,821	2,156 24
			South Braintree, Middleboro', Mass. (Old Colony).	3039 <sup>6</sup> (part)	23.09	1,258	2,309 92
			Middleboro', Wellfleet, Mass. (Old Colony).	3041 <sup>7</sup> (part)	71.94	1,891	8,857 25
Bowie and Pope's Creek, Md.	3	49.14	Bowie, Pope's Creek, Md. (Pope's Creek Br. B. and P.).	10014	49.14	461	2,983 28
<i>Bowling Green, Ky., and Memphis, Tenn.</i>	5	264.14	Bowling Green, Ky., Memphis, Tenn. (L. and N.).	20008	263.20	6,481	49,657 84
Branch Junction and Pittsburgh, Pa.	2	70.86	Branch Junction, Blairsville, Pa. (W. P. Div., Pa.).	8042	( <sup>9</sup> )	.....	( <sup>9</sup> )
			Blairsville, Allegheny, Pa. (W. P. Div., Pa.).	8039	68.04	736	5,002 97
Branchville and Waterloo, N. J.	2	22.02	Branchville, Branchville Junction, N. J. (Sussex).	7048	6.63	70	283 43
		1412.68	Branchville, Waterloo, N. J. (Sussex).	7025 (part)	1214.86	195	635 26
Brattleboro', Vt., and Palmer, Mass.	1	56.33	Brattleboro', Vt., Miller's Falls, Mass. (Ct. Vermont).	3062	21.39	2,715	2,944 54
			Miller's Falls, Palmer, Mass. (Ct. Vermont).	3061	34.98	580	2,362 89
Bremond and Cisco, Tex...	7	197.66	Bremond, Cisco, Tex. (H. and T. C.).	31005 (part)	15197.60	575	13,177 94
Brewster and New York, N. Y. <sup>18</sup>	2	62.19	Brewster, New York, N. Y. (N. Y. City and N. and M. Elevated).	6017	54.70	314	2,759 61
<i>Bristol and Chattanooga, Tenn.</i>	3	242.21	Bristol, Chattanooga, Tenn. (East Tenn., Va., and Ga.).	19002	242.10	4,471	39,537 36
Brunswick and Albany....	4	171.73	Brunswick, Albany, Ga. (B. and W.).	15023	172.39	238	6,683 56
Buda and Yates City, Ill...	6	48.35	Buda, Elmwood, Ill. (Chic., Burl. and Q'cy).	23072	45.37	307	2,249 89
			Elmwood, Yates City, Ill. (Chic., Burl. and Q'cy).	23009	( <sup>21</sup> )	.....	( <sup>21</sup> )
Buena Vista and Gunnison, Colo.	7	73.47	Buena Vista, Gunnison, Colo. (D., S. P. and P.).	38005 <sup>22</sup> (part)	( <sup>22</sup> )	.....	( <sup>22</sup> )
			Nathrop, Gunnison, Colo. (D., S. P. and P.).	38014 (part)	65.40	385	3,634 93
Buffalo, N. Y., and Emporium, Pa. <sup>24</sup>	2	121.55	Buffalo, N. Y., Emporium, Pa. (Buff. Div. Buff., N. Y. and Phila.).	6058	123.00	809	9,464 85

<sup>1</sup> These clerks register at depot, Troy, N. Y. 1 clerk detailed as transfer clerk, Boston, Mass.; 1 clerk as short stop between North Adams, Mass., and Troy, N. Y., 47.88 miles.

<sup>2</sup> 18 round trips per week to January 2; 12 round trips from that time (two trains taken off).

<sup>3</sup> Reserve car; all parts of cars.

<sup>4</sup> 1 clerk detailed as transfer clerk, Boston, Mass.; 1 clerk as short stop between Boston and Buzzard's Bay; daily average 92.06 miles. These clerks register at depot, Wellfleet, Mass.

<sup>5</sup> Reserve car.

<sup>6</sup> Balance of route covered by closed-pouch service between Middleboro' and Newport, 38.16 miles.

<sup>7</sup> Balance of route covered by closed-pouch service, 14.36 miles. (See Table C<sup>c</sup>.)

<sup>8</sup> 1 clerk detailed as transfer clerk, Jackson, Tenn.; 1 clerk detailed as transfer clerk, Milan, Tenn.

<sup>9</sup> 2.80 miles covered by Indiana and Branch Junction R. P. O.

<sup>10</sup> Cars and crews shown on route 8042.

<sup>11</sup> Reserve cars.

<sup>12</sup> Balance of route (9.9 miles) covered by closed-pouch service. (See Table C<sup>c</sup>.)

<sup>13</sup> Car and clerk shown on route 7048.

in the United States on June 30, 1884.—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.						
		Train No. outward.	Average speed.	Train No. inward.	Average speed.							
			Miles.		Miles.				Fl. In.	Fl. In.		
\$1,982 06	July 1, 1881	54	23.03	33	27.06	8	66,134	1	20 0	8 3	4	2
		34	27.30	43	25.33	8	66,134	1	31 11	8 3	4	2
						(?)	33,587	1	17 0	8 8		
606 00	July 1, 1881	54	26.10	33	24.44		23,187	1	16 11	8 5		
		34	28.51	43	22.24		23,187	1	17 6	8 2		
906 62	July 1, 1881	54	27.36	33	24.97		11,778	1	16 10	8 9		
		34	26.59	43	26.11		30,285	1	15 0	8 6		
						(?)	30,285	1	18 0	6 6		
142 06	July 1, 1881	19	24.12	136	25.98	6	15,384					
		87	33.78	54	30.70	6	7,111	2	20 6	9 2	4	2
							7,111	1	21 5	8 7		
288 62	July 1, 1881	19	18.28	136	23.47		14,561					
		87	28.27	54	27.70		14,561					
1,678 75	July 1, 1881	19	23.02	136	21.20		45,034					
		87	23.28	54	21.63		45,034					
	July 1, 1881	96	11.25	95		6	30,761	1	9 11	6 9	1	1
7,896 06	July 1, 1880	3	25.15	2	19.09	7	103,338	2	45 0	9 0	4	2
		3	18	2	18	6	1,686	1	17 0	8 6	1	1
	July 1, 1881	3	20	2	25	6	42,672	(16)			(16)	
	July 1, 1881	204	19	201	19		4,984	1	8 0	5 9	1	1
								112	6 6	3 6		
	July 1, 1881	204	20	201	22		9,696	(12)			(12)	
		200	23	209	23	146	7,940	(12)			(12)	
	July 1, 1881	44	23.32	33	26.26	6	13,590	1	10 6	6 5	1	1
	July 1, 1881	44	22.57	33	23.96	6	21,672					
	Jan. 18, 1883	125	17	36	17	7	72,344	3	17 8	9 4	3	1
		33	17	34	17	7	72,344	121	14 0	8 10		
	Sept. 15, 1882	12	25	1	22	6	33,931	1	8 10	6 10	1	1
12,195 00	July 1, 1880	1	24.06	2	25.90	7	176,813	2	39 6	5 9	4	2
		8	25.46	4	26.54	7	176,813	102			4	2
		1	19	2	20	6	107,503	2	14 6	8 8	2	1
	July 1, 1883	155	13	156	12	6	28,389	1	11 9	6 10	1	1
		155	13	156	13	(6)	1,878	1	13 7 1/2	7 1		
		287	12	288	12	7	5,343	1	14 11	7 6	1	1
	May 26, 1884	287	12	288	12	7	43,437					
	July 1, 1881	2	24	9	23	6	76,691	1	19 0	9 6	2	1
								1	16 0	9 0		

<sup>16</sup> Short run between Newton and Waterloo.<sup>17</sup> 23.44 miles covered by closed-pouch service between Albany and Claco, Tex. (See Table C.)<sup>18</sup> Trains 35 and 36 between Bremond and Waco and 33 and 34 between Waco and Claco.<sup>19</sup> Reserve at Bremond.<sup>20</sup> Clerk runs 10 miles from One hundred and fifty-fifth street to Park Place, New York, N. Y., on Metropolitan Elevated R. R.<sup>21</sup> See Lynchburg and Bristol R. P. O.; same cars in use on both lines.<sup>22</sup> 1 clerk detailed as transfer clerk, Way Cross, Ga.; 1 clerk detailed as transfer clerk, Albany, Ga.<sup>23</sup> Distance (3 miles) covered by Peoria and Galena, Ill., R. P. O.<sup>24</sup> 14.04 miles of route 38014, between Gunnison and Castleton, Colo., covered by closed-pouch service. (See Table C.)<sup>25</sup> Distance (7.30 miles) covered by Denver and Leadville R. P. O.<sup>26</sup> Clerks record arrival and departure at Emporium by slips. Larabee and Clermont clerk runs as helper to Olean, N. Y.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Buffalo and Jamestown, N. Y.	2	68.79	Buffalo, Jamestown, N. Y. (Buff. and S. W. Div. N. Y., L. E. and W.).	6091	69.73	581	\$4,531 05
Buffalo, N. Y., and Pittsburgh, Pa. <sup>2</sup>	2	273.10	Buffalo, N. Y., Corry, Pa. (Pitts. Div. Buff., N. Y. and Phila.).	6061	93.91	855	7,386 96
			Corry, Oil City, Pa. (Pitts. Div. Buff., N. Y. and Phila.).	8025 (part)	445.60	474	2,807 14
			Oil City, Pittsburgh, Pa. (Allegheny Val.)	8041	132.08	2,142	17,165 11
Buffalo and West, N. Y. <sup>4</sup> ...	2	49.56	Buffalo, West, N. Y. (Roch. and Pitts.).	0130	49.28	306	2,443 79
Bureau and Peoria, Ill. ....	6	47.03	Bureau, Peoria, Ill. (Chic. R. Isl'd and Pac.).	23016	47.03	1,419	4,825 27
Burlington and Brighton, Iowa. <sup>5</sup>	6	56.69	Burlington, Mediapolis, Iowa. (Burl., C. Rap. and North.).	27001 (part)	( <sup>9</sup> )	.....	( <sup>9</sup> )
			Mediapolis, Winfield, Iowa (Burl. and No. West.).	27035 <sup>10</sup> (part)	18.99	197	811 82
			Winfield, Brighton, Iowa (Burl. and No. West.).	27082 <sup>11</sup> (part)	22.40	78	946 60
Burlington and Council Bluffs, Iowa.	6	291.00	Burlington, U. P. Transfer, Iowa (Chi., Burl. and Q'cy).	27005	291.48	37,031	121,814 24
Burlington, Iowa, and La Cede, Mo.	6	181.34	Burlington, Iowa, La Cede, Mo. (Chi., Burl. and K. City).	27008 <sup>12</sup> (part)	181.80	1,110	16,322 00
Burlington, Iowa, and Quincy, Ill.	6	72.00	Burlington, Iowa, Quincy, Ill. (Chi., Burl. and Q'cy.).	23011	73.09	314	3,687 89
Burlington, Iowa, and St. Louis, Mo. <sup>17</sup>	6	214.19	Burlington, Keokuk, Iowa (Chi., Burl. and Q'cy.).	27011	43.44	1,397	4,420 02
			Keokuk, Iowa, St. Peters, Mo. (St. L., Keo. and No. West.).	28018 <sup>16</sup> (part)	137.97	1,690	15,807 22
			St. Peters, St. Louis, Mo. (Wab., St. L. and Pac.).	28004 (part)	( <sup>19</sup> )	.....	( <sup>19</sup> )
Burnet and Austin, Tex. ...	7	60.95	Burnet, Austin, Tex. (A. and N. W.).	31038	60.95	408	3,491 82
Butler and Freeport, Pa. ...	2	21.46	Butler, Freeport, Pa. (W. P. Div. Penna.).	8053	22.14	421	1,287 21
Cable and Hudson, Wis. ...	6	123.02	Cable, Hudson, Wis. (Chi., St. P., Minn. and O.).	25028 <sup>22</sup> (part)	122.82	591	6,637 19
Cadillac, Mich., and Fort Wayne, Ind. <sup>23</sup>	9	240.76	Cadillac, Mich., Fort Wayne, Ind. (Gd. Rap. and Ind.).	24015 <sup>24</sup> (part)	143.23	1,351	11,462 69
Cairo and New Orleans, La.	4	552.52	Cairo, Ill., to New Orleans, La. (Ill. Cent.).	18001	550.47	3,542	92,840 76
Cairo and West Point, Miss. R. P. O.	4	260.68	Cairo, Ill., to West Point, Miss. (M. and O.).	18004 <sup>25</sup> (part)	263.39	1,320	17,252.79
Cairo, Ill., and Poplar Bluff, Mo.	7	74.50	Cairo, Ill., Poplar Bluff, Mo. (St. L., M. and S.).	28027	74.50	612	4,076 64

<sup>1</sup> Relieved every third week by Dunkirk and Tinsville clerk.<sup>2</sup> Formerly Buffalo and New Castle R. P. O.: by re-establishment of Stoneboro, and New Castle R. P. O. (decrease 35.66 miles): by consolidation with Oil City and Pittsburgh R. P. O., increase 132.08 miles.<sup>3</sup> 49.52 miles covered by Irvine and Oil City R. P. O.<sup>4</sup> Cars and clerks shown on route 6061.<sup>5</sup> 2 helpers from Pittsburgh to Oil City and return, week on and week off.<sup>6</sup> Established December 12, 1883.<sup>7</sup> One reserve car.<sup>8</sup> This line was reported last year as Burlington and Washington, Iowa, R. P. O. Increased distance run this year, 19.17 miles.<sup>9</sup> Distance (15.33 miles) covered by Albert Lea, Minn., and Burlington, Iowa, R. P. O.<sup>10</sup> Balance of route, Winfield to Washington (18.64 miles), covered by closed pouches. (See Table C<sup>c</sup>.)<sup>11</sup> Balance of route, Brighton to Martinsburgh (25.27 miles), covered by closed pouches. (See Table C<sup>c</sup>.)<sup>12</sup> Fast mail.<sup>13</sup> 5 clerks detailed to this line: 1 from Chariton, Iowa, and Albany, Mo., R. P. O.; 1 from Clinton and Anamosa, Iowa, R. P. O.; 1 from Des Moines and Keokuk, Iowa, R. P. O.; 1 from Morning Sun and Oskaloosa, Iowa, R. P. O.; and 1 from West Liberty and Council Bluffs, Iowa, R. P. O. Two helpers on fast mail between Burlington and Afton (180 miles) and 1 helper on day line between Burlington and Albia (100 miles), 4 days per week.<sup>14</sup> Night line.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedule).				Round trips with clerks, per week.					Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.								
			Miles.		Miles.								
.....	July 1, 1881	1	23	4	22	6	43,062	1	15 0	9 0	1	1	11
.....	July 1, 1883	1	24	6	24	6	50,478	2	18 0	8 4	4	1	26
.....	July 1, 1881	1	27	6	24	6	23,454	(*)	.....	.....	(*)		
.....	July 1, 1881	2	25	1	26	6	33,028	(*)	.....	.....	(*)		
.....	Dec. 12, 1883	7	22	6	24	6	31,026	12	15 0	8 10	1	1	1
.....	July 1, 1883	1	27	2	28	6	39,441	1	20 0	9 4	1	1	1
.....	.....	1	19	3	24	6	9,578	2	8 0	7 0	1	1	1
.....	July 1, 1883	1	19	2	19	6	11,888						
.....	July 1, 1883	1	19	2	19	6	14,022						
\$40,597 20	Mar. 11, 1884	137	28	4	23	6	182,166	3	50 1	9 3	124	3	1214
.....	.....	141	23	2	23	7	213,012				144	1	
.....	.....	3	24	4	23	1	91,063						
.....	Apr. 1, 1884	1	28	2	22	6	113,519	2	13 6	9 3	3	1	3
.....	.....							11	18 7	8 10			
.....	July 1, 1883	181	30	182	20	6	45,073	1	15 4	8 10	1	1	1
.....	July 1, 1883	171	25	174	25	6	27,183	1	24 0	9 6	4	1	4
.....	July 1, 1881	171	21	174	21	6	36,340	1	20 0	9 0			
.....	.....	171	20	174	24	6	20,521						
.....	Sept. —, 1882	2	134	4	15	6	36,156	2	8 10	7 10	1	1	1
.....	July 1, 1881	21	30	22	19	6	13,456	1	8 7	5 3	1	1	1
.....	.....	22	23	24	21	6	13,456	(*)	.....	.....	(*)		
.....	Apr. 16, 1884	21	20	22	17	6	77,010	1	22 1	9 3	2	1	2
.....	.....							1	22 0	9 3			
2,310 72	Apr. 4, 1883	8	18.70	7	17.45	6	150,715	2	22 0	8 10	3	1	(*)
12,761.75	July 1, 1880	1			24	7	403,340	4	43 2	9 4	2	2	22
.....	.....							1	44 11	9 2	2	1	
.....	May 22, 1882	2	22	1	22	7	190,296	6	21	8 10	4	1	15
.....	July 1, 1883	681	15	682	17	6	46,637	1	12 10	6 4	2	1	2

<sup>12</sup> Balance of route, La Cade to Sumner, Mo. (10.21 miles), covered by closed pouches. (See Table C.)

<sup>13</sup> Reserve.

<sup>14</sup> This line was reported last year as Burlington and Keokuk, Iowa, and Keokuk, Iowa, and Saint Louis, Mo., R. P. O.'s, these consolidated form present line.

<sup>15</sup> Balance of route (49.10 miles) covered by Mount Pleasant and Keokuk, Iowa, R. P. O.

<sup>16</sup> Distance (32.20 miles) covered by Saint Louis, Moberly, and Kansas City, Mo., R. P. O.

<sup>17</sup> One car held in reserve.

<sup>18</sup> Double daily service, Sunday excepted; car and clerk shown on trains 21 and 22.

<sup>19</sup> Balance of route, Bayfield to Cable (58.62 miles), covered by pouch service. (See table C.)

<sup>20</sup> In connection with Grand Rapids and Cincinnati and Mackinaw City and Grand Rapids R. P.

O.'s gives double service between Cadillac, Mich., and Fort Wayne, Ind. (240 miles), daily, except Sunday.

<sup>21</sup> Balance of route (225.86 miles) covered by Mackinaw City and Grand Rapids R. P. O.

<sup>22</sup> Clerks appointed to Mackinaw City and Kalamazoo route.

<sup>23</sup> North Division, Cairo, Ill., to Jackson, Miss.

<sup>24</sup> 5 helpers: 1 detailed as chief clerk at New Orleans, La., 1 detailed as transfer clerk at Jackson, Miss.

<sup>25</sup> South Division, Jackson, Miss., to New Orleans, La.

<sup>26</sup> Balance of route shown on West Point and Mobile R. P. O., 232.50 miles.

<sup>27</sup> Cars run through to Mobile, over West Point and Mobile R. P. O., 2 reserve cars.

<sup>28</sup> One detailed as transfer clerk, Corinth, Miss.



TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics).	Division.	Miles between post-offices.	Annual pay June 30, 1894, for transportation.
Cairo, Ill., and Pine Bluff, Ark. <sup>1</sup>	7	..	.....
Cairo, Ill., and Texarkana, Ark. <sup>2</sup>	7	4	\$5,573 95
Calistoga and Vallejo, Cal.	8		3,075 72
Calmar, Iowa, and Chamberlain, Dak.	6	3	30,963 00
			6,963 54
Calmar and Davenport, Iowa.	6	165.70	(Chi., Mil. and St. P.). Calmar, Davenport, Iowa, (Chi., Mil. and St. P.). 27027 165.70 951 13,743 16
Camak and Macon, Ga. ....	4	78.59	Camak, Macon, Ga. (Ga. R. R.). 15021 78.59 411 5,375 55
Cambridge City and Madison, Ind.	5	103.91	Cambridge City, Columbus, Ind. (Penn'a Co.). 22011 53.58 100 2,718 04
			Columbus, Madison, Ind. (P., C. and St. L. Ry.). 22006 45.90 450 2,747 11
Cambridge Junction and Burlington, Vt.	1	34.47	Cambridge Junction, Burlington, Vt. (Burl. & La-motte). 2014 34.47 452 1,478 50
Cameron, Platteburgh, Mo., and Atchison, Kans.	7	63.42	Cameron, Atchison Junction, Mo. (C., R. I. and P.) (part) 27017 34.50 <sup>13</sup> 1,000 4,895 30
			Atchison Junction, Mo., Atchison, Kans. (C., R. I. and P.). 28032 29.45 1,126 2,000 05
Cameron, St. Joseph, Mo., and Atchison, Kans.	7	56.10	Cameron, St. Joseph, Mo. (H. and St. J.). 23005 36.23 <sup>13</sup> 7,455 5,707 57
			St. Joseph, Mo., Atchison, Kans. (H. and St. J.). 25030 21.79 1,030 1,831 78
Canandaigua and Batavia, N. Y.	2	50.17	Canandaigua, Batavia, N. Y. (T. B. and C. Branch N. Y. C. and H. R.). 6014 50.00 <sup>14</sup> 190 2,137 50
Canandaigua and Elmira, N. Y.	2	68.17	Canandaigua, Elmira, N. Y. (Northern Cent.). 6063 69.79 1,614 7,757 15
Canastota and Elmira, N. Y.	2	113.76	Canastota, Cortland, N. Y. (Elm., Cort. and Northern.) 6060 49.08 543 3,231 42
			Cortland, Elmira, N. Y. (Elm., Cort. and Northern.) 6075 111.00 609 5,400 05
Canton and Mechanics' Falls, Me.	1	27.79	Canton, Mechanics' Falls, Me. (Rumford Falls and Buck. R. R.) 19 <sup>15</sup> 27.84 15 1,330 57
Canton and Sherodaville, Ohio. <sup>11</sup>	5	49.77	Canton, Sherodaville, Ohio (Connotton Valley.) 21009 48.14 <sup>15</sup> 84 2,140 30
Carbondale and Scranton, Pa. <sup>12</sup>	2	17.46	Carbondale, Scranton, Pa. (Del. and Hud. Canal Co.). 2018 17.57 512 1,126 78
Carroll and Mapleton, Iowa. <sup>13</sup>	6	64.52	Carroll, Maple River, Iowa. (Chi. and No. West.). 23003 (part) (16) ..... (16)
			Maple River, Mapleton, Iowa. (Chi. and No. West.). 27038 60.33 422 3,507 59
Cayuga and Ithaca, N. Y. ....	2	39.11	Cayuga, Ithaca, N. Y. (Cayuga Brch. Geneva, Ith. and Sayre.) 6089 39.15 262 1,874 50

<sup>1</sup> See Cairo and Texarkana R. P. O.<sup>2</sup> This line is divided at Pine Bluff, Ark., into Cairo and Pine Bluff R. P. O. (270.71 miles), and Pine Bluff and Texarkana R. P. O., 161.76 miles.<sup>3</sup> Clerks register at Cairo, Ill., post-office, 3 miles from Bird's Point, Mo. Reported last year as Cairo and Jonesborough. Increased distance, 296.97 miles.<sup>4</sup> 1 car held in reserve.<sup>5</sup> Balance of route (68.0 miles) covered by Marion and Running Water, Dak., R. P. O.<sup>6</sup> East Division, Calmar to Sanborn, Iowa.<sup>7</sup> One short stop between Calmar and Charles City, Iowa, 47 miles.<sup>8</sup> West Division, Sanborn, Iowa, to Chamberlain, Dak.<sup>9</sup> Reserve.<sup>10</sup> Reserve car.<sup>11</sup> 280.90 miles of route 27017 covered by Davenport and Cameron R. P. O., and 20.58 miles covered by closed-pouch service between Atchison Junction, Mo., and Leavenworth, Kans. See Table C.



in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).			Round trips with clerks, per week.									
		Train No. outward.	Inward.	Average speed.										
		Miles.		Miles.				Fl. In.	Fl. In.					
.....	July 1, 1883	1	16	2	16½	7	300,248	4	23 0	8 6	5	1	25	
.....	July 1, 1881	25	23.92	26	21.46	8	28,088	3	10 0	8 10	1	1	1	
.....	July 1, 1883	27	23.92	28	21.46	8	28,088							
.....	July 1, 1883	1	21	2	21	8	180,538	4	22 0	9 3	4	1	78	
.....	July 1, 1883	1	22	2	22	8	80,248				23	1		
.....	July 1, 1883	2	18	1	20	8	183,728	1	20 1	8 11	3	1	3	
.....	July 1, 1883							1	15 10	7 4				
.....	July 1, 1883	17	16	18	16	6	49,197	1	13 8	7 2	1	1	1	
.....	July 1, 1880	104	21.13	103	22.40	6	39,444	1	15 7	8 3	2	1	2	
.....	July 1, 1880	104	21.07	103	21.88	6	28,733							
.....	July 1, 1881	2	24.00	1	22.86	6	21,678	1	8 6	6 10	1	1	1	
.....	July 1, 1883	1	21	2	24	7	24,463	1	8 10	6 0				
.....	July 1, 1883	1	21	2	24	7	21,800							
.....	July 1, 1883	61	19	62	19	7	24,891	1	15 0	9 0	2	1	123	
.....	July 1, 1883	61	19	62	19	7	16,104							
.....	July 1, 1881	5	25	2	23	6	31,407	123	5 9	6 6	1	1	1	
.....	July 1, 1881	8	24	7	27	6	43,301	14	15 0	8 7	171	1	1	
.....	July 1, 1881	4	23	1	22	6	30,515	1	18 0	7 0	2	1	3	
.....	July 1, 1881	4	23	1	25	6	43,828	101	18 0	7 0				
.....	July 1, 1882		19.41		20.62	6	17,306	(19)			(19)			
.....	July 1, 1880	29	20.92	32	20.23	6	39,530	1	10 0	6 9	1	1	1	
.....	July 1, 1881	12	17	1	17	6	10,953	1	10 0	7 6	1	1	1	
.....		14	17	13	17	6	10,953	101	8 10½	6 6½				
.....		15	17	15	17	6	10,953	(24)	8 9	6 6½	(24)			
.....		73	13	74	10	6	2,629	(24)			(24)			
.....	July 1, 1883	73	13	74	13	6	37,760	1	12 3	7 5	1	1	1	
.....	July 1, 1881	15	23	8	21	6	24,483	1	10 4	7 0	1	1	1	
.....								101	15 0	9 8				

<sup>12</sup> J helper; through clerks alternate in such duty.<sup>13</sup> 171 61 miles of route 28005 covered by Quincy and Kansas City R. P. O.<sup>14</sup> 36 miles covered by Batavia and Buffalo R. P. O.<sup>15</sup> Two reserve cars.<sup>16</sup> Three reserve cars.<sup>17</sup> Relieved every third week by an Elmira and Williamsport clerk.<sup>18</sup> One reserve car.<sup>19</sup> Cars and clerks shown on route 6080.<sup>20</sup> Balance of route covered by closed-pouch service between Canton and Gilbertville, 163 miles.<sup>21</sup> Formerly part of Cleveland and Sherodaville R. P. O.; run of clerks changed July 3, 1883.<sup>22</sup> Balance of route (50 miles) shown on Cleveland and Coshocton R. P. O.<sup>23</sup> Triple service daily, Sundays excepted.<sup>24</sup> Cars and clerks shown on trains 12 and 1.<sup>25</sup> This line was reported last year as Maple River and Mapleton Iowa, R. P. O. Increased distance run this year, 4.21 miles.<sup>26</sup> Distance (4.20 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, register to register	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Caseville and Pontiac, Mich. <sup>1</sup>	9	100.73	Caseville, Pontiac, Mich. (Pontiac, O. and Pt. A.).	24	00.73	241	\$4,565 08
<i>Cedar Rapids and Council Bluffs, Iowa.</i>	■	270.77	Cedar Rapids, U. P. Transfer, Iowa. (Chi. and No. West.)	23	170.40	18,324	45,813 43
Cedar Rapids, Iowa, and Worthington, Minn.	6	253.42	Cedar Rapids, Iowa, Worthington, Minn. (Burl. C. Rap. and North.).	21	253.42	561	15,911 34
Central City and Nebraska City, Nebr.	8	151.20	Central City, York, Nebr. (Bur. and Mo. Riv. in Nebr.)	34	42.01	564	2,801 65
			York, Nebraska City, Nebr. (Bur. and Mo. River in Nebr.).	34	.09.85	675	7,325 89
<i>Centralia and Cairo, Ill....</i>	6	112.79	Centralia, Cairo, Ill. (Illinois Central).	28	113.43	7,783	18,155 00
Centreville and Humeston, Iowa.	6	41.84	Centreville, Humeston, Iowa (Wab. St. L. and Pac.).	28015 <sup>10</sup>	41.84	882	2,297 57
Chambersburgh and Richmond Furnace, Pa.	2	81.35	Chambersburgh, South Penn Junction, Pa. (Cumb. Valley).	8030	( <sup>12</sup> )	.....	( <sup>12</sup> )
			South Penn Junction, Richmond Furnace, Pa. (Cumb. Valley).	8071	19.86	176	828 49
			Mercersburgh Junction, Mercersburgh, Pa. (Cumb. Valley).	6145	192.66	52	110 29
Chariton, Iowa, and Albany, Mo.	6	97.00	Chariton, Bethany Junction, Iowa (Chi., Burl. and Q'cy).	27006 <sup>11</sup>	50.45	635	3,623 32
			Bethany Junction, Iowa, Albany, Mo. (Chi., Burl. and Q'cy).	27061	46.76	511	2,908 71
<i>Charlotte, N. C., and Atlanta, Ga.</i>	4	268.22	Charlotte, N. C., Atlanta, Ga. (R. and D.).	15001	268.23	6,267	49,510 93
Charleston, S. C., and Augusta, Ga.	4	139.22	Charleston, S. C., Branchville, S. C. (S. C. R. R.).	14003	( <sup>13</sup> )	.....	( <sup>13</sup> )
			Branchville, S. C., Augusta, Ga.	14017	75.45	1,067	6,644 88
<i>Charleston, S. C., and Jacksonville, Fla.</i>	4	238.88	Charleston, S. C., Savannah, Ga. (C. and S.).	14004	115.00	3,367	16,911 90
			Savannah, Ga., Jacksonville, Fla. (S. F. and W. R. W.).	15009	172.76	4,843	29,098 01
Charlotte and Shelby, N. C.	3	■ ■ ■	Charlotte, Shelby, N. C. (C. C.).	13008	55.59	378	2,041 88
Chatham and New York, N. Y. <sup>14</sup>	2	130.44	Chatham, New York, N. Y. (Harlem Div. N. Y. C. and H. R.).	8022	130.50	1,295	12,719 63
Chattanooga and Memphis, Tenn.	5	310.79	Stevenson, Ala., Memphis, Tenn. (Mem. and Chat.).	17005	309.86	1,348	28,196 87
			Stevenson, Ala., Chattanooga, Tenn. (N. C. and St. L. R. W.).	19004	( <sup>15</sup> )	.....	( <sup>15</sup> )
Charlotte and Augusta ....	4	192.00	Charlotte, N. C., Augusta, Ga. (C. C. and A.).	13007	192.56	2,026	24,790 69

<sup>1</sup> Established January 7, 1884.<sup>2</sup> Balance of route (219.74 miles) covered by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.<sup>3</sup> Night line.<sup>4</sup> Cars run through between Chicago, Ill., and U. P. Transfer, Iowa. See Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.<sup>5</sup> Two clerks detailed to transfer duty at Council Bluffs, Iowa.  
Day line.<sup>6</sup> One car in reserve.<sup>7</sup> One clerk detailed to transfer duty at Cedar Rapids, Iowa.<sup>8</sup> Balance of route (27.60 miles) covered by Nebraska City and Beatrice, Nebr., R. P. O.<sup>9</sup> Reserve.<sup>10</sup> Balance of route (252.10 miles) covered by Chicago and Centralia, Ill., R. P. O.<sup>11</sup> Balance of route (90.76 miles) covered by Keokuk and Centreville, Iowa, R. P. O.<sup>12</sup> 7.10 miles covered by Harrisburgh and Martinsburgh R. P. O.<sup>13</sup> Car and clerk shown on route 8030.<sup>14</sup> Double daily service on 8145, Sundays excepted.<sup>15</sup> Balance of route (44.20 miles) covered by Bethany Junction, Iowa, and Grant City, Mo., R. P. O.

in the United States on June 30, 1894—Continued.

Annual pay for railway postal cars June 30, 1894.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft.	In.			
	Dec. 1, 1883	2	20.86	1	20.86	6	30,420	1	9	0	7	0	1
\$13,691 03	July 1, 1883	3	21	4	22	12	339,004	(4)			4	2	14
		5	22	6	22								
	July 1, 1883	61	22	62	22	6	158,641	2	21	0	9	4	3
	July 1, 1883	42	14	41	13	6	26,298	2	18	4	9	0	2
	July 1, 1883	42	14	41	13	6	68,353	101	18	2	9	0	
2,835 75	July 1, 1883	5	19	2	20	6	70,606	1	44	4½	9	0½	2
	July 1, 1883	9	9	10	10	6	25,879	1	12	0	7	6	1
		41	24	42	27	6	4,438	1	9	9	8	6	1
	July 1, 1881	41	16	42	15	6	11,967	(14)					(14)
	July 1, 1881	41	24	42	19	6	3,219	(14)					(14)
	July 1, 1883	43	21	44	21	6	31,582	1	12	3	6	9	1
	July 1, 1883	43	21	44	21	6	29,140						
21,546 40	July 1, 1880	50	22	51	22	14	195,801	(15)	49	1	9	1	4
		52	24	53	24		195,801						
		3	27	4	27	6	48,340	(21)	18	0	8	11	2
	July 1, 1880	3	27	4	27	6	38,812						
7,475 00	July 1, 1880	40	28	47	28	14	83,977	225	50	0	8	11	4
		42	23	43	23		83,977	242	42	8	9	0	4
1,128 75	July 1, 1882	40	28	47	28	14	126,906	243	39	6	9	0	1
		42	13	43	13		126,906						
	July 1, 1881	3	14.40	4	14.4	6	34,693	1	10	0	8	9	1
	July 1, 1881	34	27	9	19	6	81,786	1	20	4	8	5	3
		16	28	23	27	6	81,786	1	20	2	8	4	2
								241	19	10	8	2	
	July 1, 1880	3	24.54	4	26.45	7	198,930	3	18	2	8	5	5
		3	24.54	4	26.45	7	28,548		15	0	9	0	1
	Apr. 1, 1883	52	22	53	20	7	140,160	1	22	6	8	8	3
								1	20	7	9	3	1

<sup>17</sup> 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.  
<sup>18</sup> These cars (ten in number) run through to Washington, D. C., over Washington and Charlotte R. P. O.  
<sup>19</sup> 2 detailed to superintendent's office at Atlanta, Ga.  
<sup>20</sup> 62.00 miles reported in Columbia and Charleston R. P. O.  
<sup>21</sup> Cars reported in Columbia and Charleston R. P. O. used on both R. P. O's.

<sup>22</sup> 3 of these cars run through from Wilmington, N. C., on Wilmington and Charleston R. P. O. fast mail.  
<sup>23</sup> 2 helpers; 1 detailed as chief clerk at Charleston, S. C.; 1 detailed as transfer clerk at Savannah, Ga.  
<sup>24</sup> Reserve cars.  
<sup>25</sup> Double daily service, Sundays excepted.  
<sup>26</sup> 1 clerk detailed as transfer clerk at Chattanooga, Tenn.; 1 clerk detailed as transfer clerk at Grand Junction, Tenn.; 1 clerk detailed as transfer clerk at Memphis, Tenn.  
<sup>27</sup> Covered by Nashville and Chattanooga R. P. O. 39 miles.

TABLE A<sup>2</sup>.—Statement of railway post-offices in operation

					Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Chattanooga, Tenn., and Atlanta, Ga.	4	138.55	Chattanooga, Tenn., Atlanta, Ga. (W. and A.).	15002	138.47	4,081	\$23,441 58
Chattanooga, Tenn., and Meridian, Miss.	4	295.71	Chattanooga, Tenn., Meridian, Miss. (Ala. Gr't So.).	17616	295.54	760	18,168 10
Cheyenne, Wyo., and Denver, Colo.	7	106.68	Cheyenne, Wyo., Denver, Colo. (D. P. Rwy and T. Co.).	38007	106.86	1,317	10,507 54
Chicago, Ill., and Burlington, Iowa.	6	207.50	Chicago, Ill., Burlington, Iowa (Chi., Burl., and Q'cy).	23007	206.48	54,621	144,763 12
Chicago, Ill., and Cedar Rapids, Iowa.	6	220.40	Chicago, Ill., Cedar Rapids, Iowa (Chi. and No. West).	23003 <sup>a</sup>	219.74	18,324	45,887 83
Chicago and Centralia, Ill.	6	252.96	Chicago, Centralia, Ill. (Illinois Central).	23020 <sup>b</sup>	252.10	7,733	40,351 13
Chicago, Decatur, Ill., and St. Louis, Mo.	6	236.80	Chicago, Bement, Ill. (Wab., St. L., and Pac.)	23068 <sup>c</sup>	132.86	634	11,894 04
			Bement, Decatur, Ill. (Wab., St. L., and Pac.).	21019	( <sup>d</sup> )		( <sup>d</sup> )
			Decatur, Ill., St. Louis, Mo. (Wab., St. L., and Pac.)	23023	113.44	7,767	22,695 94
Chicago, Freeport, Ill., and Dubuque, Iowa.	6	189.72	Chicago, Freeport, Ill. (Chi. and No. West).	23002	121.39	5,035	20,759 00
			Freeport, Ill., Dubuque, Iowa (Illinois Central).	23021	( <sup>e</sup> )		( <sup>e</sup> )
Chicago, Foreston, Ill., and Dubuque, Iowa.	6	200.04	Chicago, Aurora, Ill. (Chi., Burl., and Q'cy).	23007	( <sup>f</sup> )		( <sup>f</sup> )
			Aurora, Foreston, Ill. (Chi. and Iowa).	23036	81.57	4,676	18,396 53
			Foreston, Ill., Dubuque, Iowa (Illinois Central).	23021	( <sup>g</sup> )		( <sup>g</sup> )
Chicago, Ill., and St. Louis, Mo.	6	284.70	Chicago, Ill., St. Louis, Mo. (Chicago and Alton)	23017	281.17	10,990	86,111 50
Chicago, Savanna, Ill., and Cedar Rapids, Iowa.	6	233.44	Chicago, Lanark Junction, Ill. (Chi., Mil., and St. Paul).	23034	110.50	8,964	22,312 06
			Lanark Junction, Savanna, Ill. (Chi., Mil., and St. Paul)	25024	( <sup>h</sup> )		( <sup>h</sup> )
			Savanna, Ill., Marion, Iowa (Chi. Mil., and St. Paul).	27028 <sup>i</sup>	89.28	1,759	10,448 26
			Marion, Cedar Rapids, Iowa (Chi. Mil., and St. Paul).	27020	( <sup>j</sup> )		( <sup>j</sup> )
Chicago and Streator, Ill.	6	97.70	Chicago, Aurora, Ill. (Chi., Burl., and Q'cy).	23007	( <sup>k</sup> )		( <sup>k</sup> )
			Aurora, Streator, Ill. (Chi., Burl., and Q'cy).	23012	60.68	1,228	5,759 13

<sup>1</sup> 3 detailed to office of superintendent at Atlanta, Ga.; 2 detailed as transfer clerks at Atlanta, Ga.; 1 detailed to office of general superintendent at Washington, D. C.; 1 helper.

<sup>2</sup> These cars run through to Vicksburgh, Miss., over Meridian and Vicksburgh R. P. O.

<sup>3</sup> Reserve car

<sup>4</sup> Day line.

<sup>5</sup> 4 helpers on fast mail between Chicago and Galesburgh, Ill., 183 miles. 1 clerk detailed to this line from Danville and Olney, Ill., R. P. O.; 1 clerk detailed as chief clerk at Burlington, Iowa; 1 clerk detailed to transfer duty at Burlington, Iowa; and 2 clerks detailed to transfer duty at Chicago, Ill.

<sup>6</sup> Fast mail

<sup>7</sup> Storage cars.

<sup>8</sup> Balance of route (270.40 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O. Cars run through between Chicago, Ill., and

Union Pacific Transfer, Iowa covering Cedar Rapids and Council Bluffs, Iowa, R. P. O.

<sup>9</sup> 2 helpers between Chicago and Sterling, Ill., 110 miles, and 1 helper between Cedar Rapids, Iowa, and Morrison, Ill., 96 miles, four days each week. 2 clerks detailed to clerical duty, and 1 clerk as stenographer at office of superintendent R. M. S., Chicago, Ill.

<sup>10</sup> Night line

<sup>11</sup> Balance of route (113.43 miles) covered by Centralia and Cairo, Ill., R. P. O.

<sup>12</sup> 1 helper on night line between Chicago and Tolono, Ill., 137 miles, four nights each week. 5 clerks detailed to transfer duty at Chicago, Ill.; 1 clerk detailed to transfer duty at Grand Crossing, Ill.; 2 clerks detailed as printers, and 1 clerk as stenographer at office of superintendent R. M. S., Chicago, Ill.; and 1 clerk detailed in charge of dormitory R. M. S., Chicago, Ill.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules)		Round trips with clerks, per week.								Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. return.									
			Miles.	Miles.				Ft.	In.	Ft.	In.		
\$12,462 30	July 1, 1880	2	23	1	25	7	101,143	1	41 10	8	8	2	2
		4	25	3	27	7	101,142	1	41 9	8	7	2	2
		12	25	11	25	7	101,142	2	49 9	9	2	2	2
.....	July 1, 1880	5	22	6	23	7	215,868	2	50 0	9	3	5	1
								21	49 0	9	0		
								21	43 0	9	0		
								21	38 0	9	0		
.....	July 1, 1882	202	25	203	25½	7	78,222	2	24 1	9	4	2	1
41,296 00	Mar. 11, 1884	41	27	2	27	7½	303,780	3	50 1	9	3	4	4
		47	27	4	27	7½		26	50	9	3	4	4
14,060 80	July 1, 1883	43	25	4	26	12	275,941	4	50 0	9	3	4	3
		105	24	6	24			2	50 0	9	3	4	2
12,605 00	July 1, 1883	41	23	2	23	6	158,353	43	44 4½	9	0½	4	2
		103	25	4	24	7	185,167	102	41 4½	9	0½	4	2
.....	July 1, 1883	5	26	4	22	6	95,690	2	23	8	6	4	1
		5	33	4	25	6	12,207						
.....	July 1, 1883	5	26	4	26	6	71,013						
2,670 58	July 1, 1883	12	22	14	24	6	75,606	2	35 4	9	5	4	2
1,530 32	.....	13	27	14	27	6	43,009	102	35 5	9	5		
925 00	.....	31	20	12	25	6	23,162	2	40 1½	8	11½	4	3
2,030 25	July 1, 1883	31	22	12	23	6	51,063						
2,061 75	.....	31	23	12	22	6	51,000						
15,464 35	July 1, 1883	42	26	1	24	6	178,222	2	44 3	9	1	4	2
		104	26	3	25	7	188,400	203	3 0	8	10½	4	3
.....	Apr. 1, 1884	5	21	6	25	6	72,929	202	9 4	9	4	4	1
		5	31	6	25	6	13,935						
.....	Apr. 1, 1884	5	22	6	22	6	55,889						
.....		5	22	6	22	6	3,380						
.....		13	24	14	24	6	23,174	201	27 8½	8	10	2	1
.....	July 1, 1883	13	24	14	24	6	37,966						

<sup>10</sup> Balance of route covered by Bement and Effingham, Ill., R. P. O. (52.60 miles), and between Shumway and Altamont Ill. (10.53 miles), by closed pouches. See Table "C."

<sup>11</sup> 1 clerk detailed to transfer duty at East St. Louis, Ill.

<sup>12</sup> Distance (19.50 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.

<sup>13</sup> 2 helpers between Chicago and Union, Ill., 68 miles. 1 clerk detailed to transfer duty at Dubuque, Iowa, and 1 clerk detailed to clerical duty at office of superintendent R. M. S., Chicago, Ill.

<sup>14</sup> Distance (68.80 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

<sup>15</sup> Reserve.

<sup>16</sup> Distance (37.0 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

<sup>17</sup> 1 clerk detailed to transfer duty at Chicago, Ill.

<sup>18</sup> Distance (82.07 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

<sup>19</sup> 2 helpers on day line between Chicago and Bloomington, Ill., 127 miles. 3 clerks detailed to clerical duty at office of superintendent R. M. S., Chicago, Ill., and 2 clerks detailed to transfer duty at Chicago, Ill.

<sup>20</sup> 1 car in reserve.

<sup>21</sup> Whole cars.

<sup>22</sup> Distance (22.0 miles) covered by Racine, Wis., and Rock Island Ill., R. P. O.

<sup>23</sup> Balance of route (261.90 miles) covered by Marion and Council Bluffs, Iowa, R. P. O.

<sup>24</sup> Distance (5.40 miles) covered by Farley and Cedar Rapids, Iowa, R. P. O.

<sup>25</sup> Distance (37.0 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

<sup>26</sup> Whole car.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Chicago, Ill., and Terre Haute, Ind.	6	180.02	Chicago, Danville, Ill. (Chi. and Eastern Ill.).	23042	124.06	Pounds 1,690	\$14,213 55
			Danville, Ill., Terre Haute, Ind. (Chi. and Eastern Ill.).	22024	56.42	594	3,811 17
Chicago, Ill., and West Liberty, Iowa.	6	221.52	Chicago, Ill., Davenport, Iowa (Chi., R. Is'd and Pac.).	23015	182.92	9,600	40,194 84
			Davenport, West Liberty, Iowa (Chi. R. Is'd and Pac.).	27014 <sup>4</sup> (Part)	38.85	4,827	5,235 04
Chicago, Ill., and Winona, Minn.	6	297.70	Chicago, Harvard, Ill. (Chi. and No. West.).	25009 (Part)	( <sup>5</sup> )	.....	( <sup>5</sup> )
			Harvard, Caledonia Jct., Ill. (Chi. and No. West.).	25010 (Part)	( <sup>6</sup> )	.....	( <sup>6</sup> )
			Caledonia Jct., Ill., Winona Jct., Wis. (Chi. and No. West.).	25010 (Part)	189.52	7,816	38,080 25
			Winona Jct., Wis., Winona, Minn. (Chi. and No. West.).	25014	29.82	6,071	5,430 81
Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn.	6	450.63	Chicago, Lanark Jct., Ill. (Chi., Mil. and St. Paul).	23054	( <sup>10</sup> )	.....	( <sup>10</sup> )
			Lanark Jct., Savanna, Ill. (Chi., Mil. and St. Paul).	25024 (Part)	( <sup>12</sup> )	.....	( <sup>12</sup> )
			Savanna, Ill., Sabula Jct., Iowa (Chi., Mil. and St. Paul).	27028 (Part)	( <sup>14</sup> )	.....	( <sup>14</sup> )
			Sabula Jct., McGregor, Iowa (Chi., Mil. and St. Paul).	27012 <sup>15 16</sup> (Part)	43.50	2,442	5,839 44
			McGregor, Iowa, St. Paul, Minn. (Chi., Mil. and St. Paul).	26009	213.03	2,220	25,370 30
Chicago, Ill., and Minneapolis, Minn.	6	423.15	Chicago, Ill., Milwaukee, Wis. (Chi., Mil. and St. Paul).	23035	86.18	43,949	50,547 15
			Milwaukee, La Crosse, Wis. (Chi., Mil. and St. Paul).	25002	197.95	35,167	97,656 65
			La Crosse, Wis., Minneapolis, Minn. (Chi., Mil. and St. Paul).	26013	142.57	28,360	59,973 49
<sup>21</sup> Chicago and Pekin, Ill...	6	153.00	Chicago, Joliet, Ill. (Chicago and Alton).	23017 (Part)	( <sup>22</sup> )	.....	( <sup>22</sup> )
			Joliet, Pekin, Ill. (Chi., St. L. and Western).	23051	115.79	323	5,940 02
Chicago, Ill., and Portage, Wis.	6	176.90	Chicago, Ill., Milwaukee, Wis. (Chi., Mil. and St. Paul).	23035	( <sup>24</sup> )	.....	( <sup>24</sup> )
			Milwaukee, Portage, Wis. (Chi., Mil. and St. Paul).	25002 (Part)	( <sup>26</sup> )	.....	( <sup>26</sup> )

<sup>1</sup> Day line.

<sup>2</sup> 2 helpers on day line between Ottawa, Ill., and West Liberty, Iowa, 137 miles. 1 clerk detailed as chief clerk, R. M. S., Des Moines, Iowa; 1 clerk detailed to transfer duty at Davenport, Iowa, and 1 clerk detailed to through register run between Chicago and Omaha.

<sup>3</sup> Night line.

<sup>4</sup> Balance of route (279.10 miles) covered by West Liberty and Council Bluffs, Iowa, R. P. O.

<sup>5</sup> Distance (62.70 miles) covered by Fort Howard, Wis., and Chicago, Ill., R. P. O.

<sup>6</sup> Day line; 1 car in reserve.

<sup>7</sup> Night line; whole cars.

<sup>8</sup> Distance (15 miles) covered by Kenosha, Wis., and Rockford, Ill., R. P. O.

<sup>9</sup> Reserve; whole car.

Distance (116.50 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

<sup>11</sup> East Division, Chicago, Ill., to McGregor, Iowa.

<sup>12</sup> 1 helper on West Division between McGregor, Iowa, and Austin, Minn., and 1 between Saint Paul and Austin, Minn., four days each week. 1 clerk detailed to this line from Postville and Cedar Rapids, Iowa, R. P. O.

<sup>13</sup> Distance (22 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.

<sup>14</sup> Distance (3.20 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

<sup>15</sup> Balance of route covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O. (121.47 miles), and by closed pouches between Sabula and Clinton, Iowa (16.27 miles).

<sup>16</sup> Balance of distance (53.10 miles) covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O.

<sup>17</sup> West Division, McGregor, Iowa, to Saint Paul, Minn.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
.....	July 1, 1883	1	22	2	21	6	77,373	1	17 6	7 2	3	1	3
.....	July 1, 1880	1	22	2	22	6	35,319	1 1	17 4 16 9	6 9 6 8			
\$11,889 80	Apr. 1, 1884	111 33	27 23	2 4	27 24	12	228,703	3 .....	50 0 .....	9 4 .....	4 4	2 3	25
2,525 25	Apr. 1, 1884	111 33	24 27	2 4	23 24	12	48,640						
2,508 00	.....	61 77	27 27	2 6	25 27	7 6	45,896 39,250	3 .....		9 5	4	2	16
592 00	.....	1 7	26 29	2 6	24 27	7 6	11,463 10,142	1 .....	35 4	9 5	4	2	
7,580 80	July 1, 1882	1 7	24 26	2 6	22 19	7 6	138,729 118,639	2 .....		9 5			
1,192 80	Apr. 1, 1884	1 7 3	24 26 25	2 6 2	21 22 25	7 6 6	21,828 18,329 72,929						
.....	.....	3	25	2	25	6	13,772	1	23 7 24 7	9 3 9 4	14	2	13
.....	.....	3	20	2	17	6	2,003						
.....	July 1, 1883	3	20	2	17	6	60,471						
.....	July 1, 1883	3	19	2	19	6	132,919				14	1	
15,081 50	Mar. 13, 1884	1 55	29 34	4 2	29 29	7 7	126,168 289,798	3 1	60 2 60 0	9 4 9	6 6	4 3	1959
32,019 50	Mar. 13, 1884	1 55	22 34	4 2	24 24	.....	203,526	3 2	59 4	9 9	.....	.....	
21,385 50	Mar. 13, 1884	1 55	20 30	4 2	23 23	.....	.....	.....	.....	.....	.....	.....	
.....	.....	2	26	1	25	6	23,287	2	9 10½	7 2½	3	1	3
.....	July 1, 1883	2	16	1	13	6	72,491	1	9 0	6 3			
(24)	.....	3	28	10	28	5	22,100	1	49 3	9 3	3	3	20
(25)	.....	3	26	10	25	.....	23,894	3	49 4				

<sup>18</sup> Fast mail.

<sup>19</sup> 4 helpers between Chicago, Ill., and La Crosse, Wis., 284 miles, west on fast mail and east on train 2. 2 helpers between Chicago, Ill., and Watertown, Wis., 130 miles, west on fast mail and dead-head east on train 4. 4 helpers between Chicago, Ill., and Milwaukee, Wis., 88 miles, west on day line and return on Milwaukee, Wis., and Chicago, Ill., R. P. O. 2 helpers between Chicago, Ill., and Camp Douglas, Wis., 227 miles, west on day line and return dead-head on train 2. 1 clerk detailed as chief clerk, R. M. S., Saint Paul, Minn.; 1 clerk detailed as chief clerk, R. M. S., Milwaukee, Wis.; 1 clerk detailed as chief clerk, R. M. S., Chicago, Ill.; 1 clerk detailed to transfer duty, Chicago, Ill.; and one clerk detailed to transfer duty at Minneapolis, Minn.

<sup>20</sup> Storage. 1 59' 4" car in reserve.

<sup>21</sup> Clerks of this line run between Chicago and Joliet, Ill., as helpers with Chicago, Ill., and Saint Louis, Mo., R. P. O. (day line).

<sup>22</sup> Distance (37.20 miles) covered by Chicago, Ill., and Saint Louis, Mo., R. P. O.

<sup>23</sup> Reserve.

<sup>24</sup> Distance (85 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.

<sup>25</sup> 1 clerk detailed to this line from Summit Lake and Milwaukee, Wis., R. P. O.; 1 from Sheboygan and Princeton, Wis., R. P. O.; 1 from Racine, Wis., and Rock Island, Ill., R. P. O.; 1 from Saint Paul, Minn., and Elroy, Wis., R. P. O.; 1 from Oshkosh and Milwaukee, Wis., R. P. O.; and 1 from Ashland and Menasha, Wis., R. P. O. Crews run two weeks on and one week off. Perform no service on trips east.

<sup>26</sup> Distance (91.90 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Chicago and Quincy, Ill....	6	363.50	Chicago, Galesburgh, Ill. (Chi., Burl. and Q'cy).	23007 (part)	( <sup>1</sup> )	.....	( <sup>1</sup> )
			Galesburgh, Quincy, Ill. (Chi., Burl. and Q'cy).	23010	101.09	10,647	\$23,336 62
Chicago, Ill., and Cincinnati, Ohio.	5	307.24	Chicago, Kankakee, Ill. (Ill. Cent.).	23020 (part)	( <sup>5</sup> )	.....	( <sup>5</sup> )
			Kankakee, Ill., La Fayette, Ind. (C., I., St. L. and C.).	22029	72.75	12,698	18,411 57
			La Fayette, Indianapolis, Ind. (C., I., St. L. and C.).	22005	64.90	14,041	17,308 53
			Indianapolis, Ind., Cincinnati, Ohio (C., I., St. L. and C.).	22003	111.50	11,527	26,788 99
Chicago, Ill., and Louisville, Ky.	5	323.72	Chicago, Ill., Monon, Ind., (L., N. A., and C.).	22038 (part)	88.52 <sup>9</sup>	785	5,851 44
			Monon, Louisville Junct., Ind. (L., N. A., and C.).	22008 (part)	225.60 <sup>9</sup>	403	17,553 94
Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.	5	295.94	Chicago, Ill., Richmond, Ind. (Chic., St. L. and Pitta.).	22009	224.12	604	15,329 80
			Richmond, Ind., Hamilton, Ohio (Cin., Rich. and Chic.).	21025	46.04	943	3,818 55
			Hamilton, Cincinnati, Ohio (C., H. and D. R. R.).	21026 (part)	( <sup>10</sup> )	.....	( <sup>10</sup> )
Cincinnati, Ohio, and Chattanooga, Tenn.	5	337.50	Cincinnati, Ohio, Chattanooga, Tenn. (C., N. O. and T. P.).	20020	337.50	2,476	45,306 00
Cincinnati and Hamilton, Ohio, and Indianapolis, Ind.	5	125.57	Indianapolis, Ind., Hamilton, Ohio (Cin., Ham. and Ind.).	21024	100.68	568	6,714 34
			Hamilton, Cincinnati, Ohio (Cin., Ham., and Day.).	21026 (part)	( <sup>12</sup> )	.....	( <sup>12</sup> )
<sup>12</sup> Cincinnati, Ohio, and Richmond, Ky.	5	119.35	Cincinnati, Ohio, Paris, Ky. (Ky. Cent.).	20002 (part)	80.00	1,665	9,028 80
			Paris, Richmond, Ky. (Ky. Cent.).	20032	40.84	552	2,688 90
Cincinnati, Ohio, and Louisville, Ky.	5	110.52	Cincinnati, Ohio, Louisville, Ky. (Lou. and Nash.).	20004	( <sup>14</sup> )	.....	( <sup>14</sup> )
Cincinnati, Ohio, and Nashville, Tenn.	5	300.14	Cincinnati, Ohio, Louisville, Ky. (Lou. and Nash.).	20004	110.00	15,269	30,848 40
			Cincinnati Junction, Louisville, Nashville Junction, Ky. (Lou. and Nash.).	20017	4.00	524	954 20
			Louisville, Ky., Nashville, Tenn. (Lou. and Nash.).	20005	185.23	12,528	46,561 26
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.	5	129.63	Cincinnati, Ohio, North Vernon, Ind. (O. and M.).	22010 (part)	( <sup>16</sup> )	.....	( <sup>16</sup> )
			North Vernon, Ind., Louisville, Ky. (O. and M.).	22019	53.73	613	3,675 13
Cincinnati and New Richmond, Ohio.	5	27.80	Cincinnati, New Richmond Junction, Ohio (Cin. and East.).	21052 (part)	( <sup>17</sup> )	.....	( <sup>17</sup> )
			New Richmond Junction, New Richmond, Ohio (Cin. and East.).	21085	14.66	101	626 71

<sup>1</sup> Distance (163.48 miles) covered by Chicago, Ill., and Burlington, Iowa., R. P. O.<sup>2</sup> Two helpers between Chicago and Galesburgh, Ill., 163 miles. One clerk detailed to this line from Peoria and Jacksonville, Ill., R. P. O.<sup>3</sup> Additional R. P. O. between Galesburgh and Quincy.<sup>4</sup> Reserve.<sup>5</sup> Covered by Chicago and Centralia R. P. O., 56.90 miles.<sup>6</sup> Day line, six trips per week; night line, seven trips per week.<sup>7</sup> Day line.<sup>8</sup> Night line.<sup>9</sup> Balance of route covered by Michigan City, Monon, and Indianapolis R. P. O.<sup>10</sup> Covered by Toledo and Cincinnati R. P. O., 25 miles.<sup>11</sup> Two helpers Cincinnati to Junction City, Ky.<sup>12</sup> Covered by Toledo and Cincinnati R. P. O., 25 miles.



In the United States on June 30, 1884.—Continued.

		1884		1885		1886		1887		1888		1889		1890		1891		1892		1893		1894		1895		1896		1897		1898		1899		1900		1901		1902		1903		1904		1905		1906		1907		1908		1909		1910		1911		1912		1913		1914		1915		1916		1917		1918		1919		1920		1921		1922		1923		1924		1925		1926		1927		1928		1929		1930		1931		1932		1933		1934		1935		1936		1937		1938		1939		1940		1941		1942		1943		1944		1945		1946		1947		1948		1949		1950		1951		1952		1953		1954		1955		1956		1957		1958		1959		1960		1961		1962		1963		1964		1965		1966		1967		1968		1969		1970		1971		1972		1973		1974		1975		1976		1977		1978		1979		1980		1981		1982		1983		1984		1985		1986		1987		1988		1989		1990		1991		1992		1993		1994		1995		1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038		2039		2040		2041		2042		2043		2044		2045		2046		2047		2048		2049		2050		2051		2052		2053		2054		2055		2056		2057		2058		2059		2060		2061		2062		2063		2064		2065		2066		2067		2068		2069		2070		2071		2072		2073		2074		2075		2076		2077		2078		2079		2080		2081		2082		2083		2084		2085		2086		2087		2088		2089		2090		2091		2092		2093		2094		2095		2096		2097		2098		2099		2100	
		1884		1885		1886		1887		1888		1889		1890		1891		1892		1893		1894		1895		1896		1897		1898		1899		1900		1901		1902		1903		1904		1905		1906		1907		1908		1909		1910		1911		1912		1913		1914		1915		1916		1917		1918		1919		1920		1921		1922		1923		1924		1925		1926		1927		1928		1929		1930		1931		1932		1933		1934		1935		1936		1937		1938		1939		1940		1941		1942		1943		1944		1945		1946		1947		1948		1949		1950		1951		1952		1953		1954		1955		1956		1957		1958		1959		1960		1961		1962		1963		1964		1965		1966		1967		1968		1969		1970		1971		1972		1973		1974		1975		1976		1977		1978																																																																																																																																																																																																																																																					

<sup>1</sup> Closed pouches on route 20022, between Paris and Winchester; clerks on this line run through between Cincinnati and Huntington, running over Huntington and Lexington R. P. O.

<sup>24</sup> See Cincinnati and Nashville R. P. O.

Two clerks run west with R. P. O. between Cincinnati and Louisville running east in mail apartment car, train 6. 2 clerks act as helpers to R. P. O. between Cincinnati and Elizabethtown; 3 helpers between Louisville and Nashville, 185.23 miles; 3 clerks run in mail apart-

ment cars between Louisville and Nashville, trains 5 and 6; 1 clerk detailed as chief clerk at Louisville, Ky.; 1 clerk detailed as transfer clerk at Bowling Green, Ky.; 1 clerk detailed as transfer clerk at Nashville, Tenn.; 1 clerk detailed as transfer clerk at Louisville, Ky.

<sup>14</sup> Covered by Cincinnati and Saint Louis R. P. O., 73 miles. These clerks do no local service between Cincinnati and North Vernon.

<sup>17</sup> Covered by Portsmouth and Cincinnati R. P. O.,  
12 miles.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
<i>Cincinnati, Ohio, and Saint Louis, Mo.</i>	5	341.99	Cincinnati, Ohio, East Saint Louis, Ill. (Ohio and Miss.).	22010	338.60	5,676	\$60,216.62
<i>Clarinda, Iowa, and Corn- ing, Mo.</i>	6	46.36	Clarinda, Northborough, Iowa (Chi., Buil. & Q'cy.).	27083	18.23	380	1,013.22
			Northborough, Iowa, Corn- ing, Mo. (K.C., St. Joe. and C. Bl.).	28046	28.02	216	1,509.44
<i>Clarksburgh and Weston, W. Va.</i>	3	26.05	Clarksburgh, Weston, W. Va. (Clarks., Wea. and Glen.).	12006	26.25	616	1,795.50
<i>Clayton, Del., and Chester- town, Md.</i>	2	32.71	Clayton, Del., Chester-town, Md. (Kent County).	10012	32.73	584	2,126.79
<i>Clayton, Del., and Easton, Md.</i>	2	44.52	Clayton, Del., Easton, Md. (Del. and Ches. Div. P., W. and B.).	9503 (part)	44.08 <sup>b</sup>	821	2,261.80
<i>Cleveland and Cincinnati, Ohio</i>	5	245.44	Cleveland, Cincinnati, Ohio (C., C., C. and I.).	21042	244.34	10,001	54,734.60
<sup>7</sup> <i>Cleveland and Coshocton, Ohio.</i>	5	115.56	Cleveland, Canton, Ohio (Connotton Valley).	21009 (part)	60.00 <sup>c</sup>	84	2,667.60
			Canton, Coshocton, Ohio (Connotton Valley).	21092	54.73	303	2,714.06
<sup>8</sup> <i>Cleveland, Hudson, and Columbus, O.</i>	5	171.33	Cleveland, Hudson, Ohio (Cleve. and Pitta.).	21006 (part)	( <sup>10</sup> )	.....	( <sup>10</sup> )
			Hudson, Columbus, Ohio (Cleve., Mt. Ver. and Del.).	21004	146.63	849	11,533.91
<i>Cleveland, Ohio, and, In- dianapolis, Ind.</i>	5	283.00	Galion, Ohio, Indianapolis, Ind. (C., C., C. and I.).	21016	203.96	10,001	35,574.70
			Cleveland, Galion, Ohio (C., C., C. and I.).	21042 (part)	( <sup>11</sup> )	.....	( <sup>11</sup> )
<sup>12</sup> <i>Cleveland and New Lis- bon, Ohio.</i>	5	91.24	Cleveland, Niles, Ohio (N. Y., Pa. and Ohio).	21005 (part)	( <sup>12</sup> )	.....	( <sup>12</sup> )
			Niles, New Lisbon, Ohio (Cleve. and Mahon. Val.).	21037	84.08	248	1,573.47
<sup>14</sup> <i>Cleveland, Ohio, and Pitts- burgh, Pa.</i>	5	149.30	Cleveland, Wellsville, Ohio (Cleve. and Pitta.).	21006	101.90	3,592	15,333.91
			Pittsburgh, Pa., Wellsville, Ohio (Cleve. and Pitta.).	21003 (part)	( <sup>16</sup> )	.....	( <sup>16</sup> )
<sup>1</sup> <i>Cleveland, Ohio, and Sharps- ville, Pa.</i>	5	84.50	Cleveland, Ohio, Sharps- ville, Pa. (N. Y., Pa. and Ohio).	21005	84.50	44,976	9,031.36
<i>Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill.</i>	9	340.00	Cleveland, Ohio, Chicago, Ill. (N. Y., Chi. and St. L.).	21089	339.07	623	23,483.98
<i>Cleveland, Tenn., and Sel- ma, Ala.</i>	4	264.95	Cleveland, Tenn., to Selma, Ala. (E. T., V. and Ga.).	17010	264.55	817	19,040.26
<i>Cleveland and Toledo, Ohio.</i>	9	113.37	Cleveland, Toledo, Ohio (L. S. and M. S.).	6052 (part)	( <sup>19</sup> )	65,821	( <sup>19</sup> )
			Elyria, Millbury, Ohio (L. S. and M. S.).	21007	( <sup>19</sup> )	34,928	( <sup>19</sup> )
<i>Cleveland, Ohio, and Wheel- ing, W. Va.</i>	5	168.67	Grafton, Bridgeport, Ohio (Cleve., Lor. and Wheel.).	21041 (part)	142.08 <sup>23</sup>	520	9,232.36
			Cleveland, Grafton, Ohio (C., C., C. and I.).	21042 (part)	( <sup>26</sup> )	.....	( <sup>26</sup> )

<sup>1</sup> Twelve cars on line between Baltimore and Saint Louis (see Baltimore and Grafton R. P. O.).<sup>2</sup> Day line.<sup>3</sup> One clerk detailed to duty office of superintendent fifth division; 1 clerk detailed as transfer clerk Mitchell, Ind.; 1 clerk detailed as transfer clerk Vincennes, Ind.<sup>4</sup> Night line.<sup>5</sup> Balance of route (10.42 miles) covered by closed-pouch service. (See Table C.)<sup>6</sup> 5 clerks detailed to duty in office superintendent fifth division; 1 clerk detailed to duty as chief clerk, Columbus, Ohio; 1 clerk detailed to duty as chief clerk, Saint Louis, Mo.<sup>7</sup> Formerly Cleveland and Sherrods-ville R. P. O., changed to Cleveland and Coshocton and Canton and Sherrods-ville on July 3, 1883.<sup>8</sup> Balance of route shown on Canton and Sherrods-ville R. P. O.<sup>9</sup> Clerks register arrival and departure at depot Columbus, but go to post-office for registered mail, 0.83 miles.<sup>10</sup> Covered by Cleveland and Pittsburg R. P. O. 26 miles.<sup>11</sup> Covered between Cleveland and Galion by Cleveland and Cincinnati R. P. O. 79.80 miles.<sup>12</sup> Covered by Cleveland and Sharpsville R. P. O. 57 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.											or in	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
	I														
\$23,702 00	July 1, 1880	1	32.57	2	32.32	7	250,336	( <sup>3</sup> )	50 0	9 4	24	3	31		
	July 1, 1883	3	28.16	4	28.31	7	250,336				44	4			
	July 1, 1883	87	12	88	12	6	11,731	1	12 0	6 10	1	1	1		
	July 1, 1883	87	11	88	11	6	17,200								
	July 1, 1881	2	12.50	1	12.50	6	16,307	1	10 0	6 0	1	1	1		
	July 1, 1881	2	14	1	14	6	20,477	1	8 3	6 8	1	1	1		
	July 1, 1881	21	12	26	23	6	27,870	1	10 0	6	1	1	1		
12,317 00	July 1, 1880	1	28.87	4	31.34	7	178,682		0		14	2	27		
	July 1, 1880	5	22.66	2	24.22	7	178,682				44	3			
	July 1, 1880	1	24.84	4	23.90	6	87,560	2	10 4	7 6	2	1	2		
	Jan. 2, 1883	1	22.27	4	23.89	6	34,261								
		2	20.89	3	23.05	6	16,339	2	15 4	8 10	3	1	3		
	July 1, 1880	2	24.69	3	23.87	6	91,790								
5,099 00	July 1, 1880	11	25.82	6	24.22	7	149,209	2	40 0		4	2	6		
2,000 00		11	21.68	6	21.11	7	59,414								
		12	23.53	3	25.55	6	85,682	1	6 6	6 6	2	1	2		
	July 1, 1880	12	18.43	3	12.27	6	21,384								
2,547 50	July 1, 1880	36	19.90	41	22.07	6	63,789								
		40	20.22	35	23.78	6	63,789								
		42	20.39	37	20.96	6	63,789	5	20 0	9 0	1	12			
1,205 00		36	22.31	41	24.10	6	30,173								
		40	26.34	35	24.71	6	30,173								
	July 1, 1880	42	27.54	37	25.23	6	30,173								
		12	21.96	3	21.96	6	52,897	2	18 0	8 11	2	1	2		
	Jan. 1, 1883	3	25.83	4	25.83	6	212,840	174	20 0	9 0	4	1	4		
	July 1, 1880	3	22	4	22	7	183,413	184	12 1	7 6	4	1	4		
3,596 85	Mar. 9, 1884	21	26.70	24	27.79	6	77,959	1	40 0	9 0	4	1	( <sup>24</sup> )		
		25	29.60	( <sup>20</sup> )	( <sup>21</sup> )	( <sup>22</sup> )	38,979	1	17 8	9 0					
397 50	Mar. 9, 1884	( <sup>23</sup> )	-----	22	28.14	( <sup>25</sup> )	23,431	1	17 8	9 0					
	July 1, 1880	1	18.67	4	26.45	6	89,687	3	16 0	8 8	4	1	4		
		1	21.22	4	21.13	6	15,900								

<sup>12</sup> Clerks on Cleveland and New Lisbon R. P. O., act as helpers to Cleveland and Sharpville R. P. O. between Cleveland and Niles.

<sup>13</sup> Triple daily service.

<sup>14</sup> Three helpers running over whole line.

<sup>15</sup> Covered by Pittsburgh and Bellaire R. P. O., 48.29 miles.

<sup>16</sup> 2 cars held in reserve.

<sup>17</sup> 2 reserve cars.

<sup>18</sup> Shown in report of New York and Chicago R. P. O.

<sup>19</sup> Return train (22), runs inward on route 21007, Millbury to Elyria, Ohio, 74.86 miles.

<sup>20</sup> Six trips outward.

<sup>21</sup> Return train (25), runs outward on route 6052, Elyria to Millbury, Ohio, 79.77 miles.

<sup>22</sup> Six trips inward.

<sup>23</sup> Clerks appointed to the New York and Chicago R. P. O.; 1 clerk assigned as helper between Cleveland and Fremont, Ohio, 83.50 miles; 1 clerk assigned as helper between Cleveland and Toledo, Ohio, 113.37 miles. This clerk runs inward on New York and Chicago R. P. O., train 12.

<sup>24</sup> Balance of route between Loraine and Grafton covered by closed pouches, 16.85 miles.

<sup>25</sup> Covered by Cleveland and Cincinnati R. P. O., 25.40 miles.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles, by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Cleveland and Youngstown, Ohio, and Pittsburgh, Pa.	5	135.54	Cleveland, Youngstown, Ohio (N. Y., Pa. and O.). Youngstown, Ohio, Pittsburgh, Pa. (Pitt. and L. Erie.).	21005 (part) 8123	( <sup>1</sup> ) 70.93	..... 3,475	( <sup>1</sup> ) \$10,552 25
Cloverdale and San Francisco, Cal.	8	85.46	Cloverdale, San Francisco, Cal. (San. Fran. and No. Pac.).	46011	90.00	1,464	8,234 10
Cleveland and Zoar Station, Ohio. ( <sup>2</sup> )	5	76.12	Cleveland, Zoar Station, Ohio (Valley R'y.).	21073	76.12	716	4,448 00
Clifton Forge, Va., and Huntington, W. Va.	3	227.39	Clifton Forge, Va., Huntington, W. Va. (C. and O.).	11005 (part)	226.84	1,251	24,049 58
Clinton and Anamosa, Iowa.	6	71.80	Clinton, Anamosa, Iowa (Chi. and No. West.).	27024	71.99	321	3,693 09
Colton and National City, Cal.	8	128.18	Colton, National City, Cal. (Cal. Southern).	46037	128.00	457	7,770 88
Columbia and Charleston, S. C.	4	132.77	Columbia, Charleston, S. C. (S. C. R. R.)	14003	131.02	930	10,754 12
Columbia and Fayetteville, Tenn.	5	48.55	Columbia, Fayetteville, Tenn. (Duck River Valley).	19015	48.55	87	2,075 50
Columbia and Lawrenceburg, Tenn. ( <sup>3</sup> )	5	38.30	Columbia, Lawrenceburg, Tenn. (Nash. and Florence).	19017	38.30	158	1,637 32
Columbia and Huron, Dak.	6	97.31	Columbia, Huron, Dak. (Chi. and No. West.).	35010	97.40	400	5,496 28
Columbia, Pa., and Perryville, Md.	2	43.88	Columbia, Pa., Port Deposit, Md. (Fred. Div. Penna.). Port Deposit, Perryville, Md. (Fred. Div. Penna.).	8124 10023	39.62 4.11	87 135	1,524 57 175 70
Columbia and Walhalla, S. C.	4	161.68	Columbia, Belton, S. C. (C. and G.). Belton, Walhalla, S. C. (B. R.).	14001 (part) 14016	117.00 <sup>11</sup> 43.53	611 207	8,002 79 1,800 90
Columbus and Albion, Nebr.	6	43.45	Columbus, Lost Creek, Nebr. (Om., Nio. and Bl'k Hills). Lost Creek, Albion, Nebr. (Om., Nio. and Bl'k Hills).	34012 (part) 34017	( <sup>12</sup> ) 34.22	..... 154	( <sup>12</sup> ) 1,462 90
Columbus, Nebr., and Atchison, Kans.	6	220.50	Columbus, Nebr., Atchison, Kans. (Bur. and Mo. River in Nebr.).	33012	221.36	720	16,276 60
Columbus, Ohio, and Ashland, Ky. <sup>14</sup>	5	133.07	Columbus, Coal Grove, Ohio (Scioto Valley).	21051	132.00	1,016	14,671 80
Columbus and Athens, Ohio. <sup>14</sup>	5	77.47	Columbus, Athens, Ohio (Col., Hoc. Val. and Tol.).	21036	77.47	685	5,563 89
Columbus and Cincinnati, Ohio.	5	121.61	Columbus, Cincinnati, O. (P. C. and St. L.).	21014	( <sup>15</sup> )	.....	( <sup>15</sup> )
Columbus and Middleport, Ohio. <sup>17</sup>	5	89.51	Columbus, Col., Hoc. Val. and Tol. Junc., Ohio (Ohio Central).	21068 (part)	88.20 <sup>18</sup>	376	193,601 67
Columbus and Springfield, Ohio, and Indianapolis, Ind. <sup>20</sup>	5	185.66	Columbus, Ohio, Indianapolis, Ind. (Ind., Bloom. and West.).	21033	185.66	856	12,572 71
Columbus, Ga., and Troy, Ala.	4	85.70	Columbus, Ga., Troy, Ala. (Mob. and G.).	17008	85.69	449	4,102 83
Concord and Claremont, N. H.	1	55.05	Concord, Claremont, N. H. (Con. and Clar.).	1009 <sup>21</sup> (part)	54.90	332	2,863 57

<sup>1</sup> Covered by Cleveland and Sharpville R. P. O., 63.07 miles.<sup>2</sup> See route 21005, same R. P. O.<sup>3</sup> Report of 1883; Cleveland and Mineral Point R. P. O. extended to Zoar Station September 1, 1883; increased distance, 1.54 miles.<sup>4</sup> 1 car in reserve.<sup>5</sup> The 3 cars of this line are run through to Richmond, Va., but are not included in report for Richmond and Clifton Forge R. P. O.<sup>6</sup> 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.<sup>7</sup> This clerk detailed to Benson and Nogales R. P. O.<sup>8</sup> 2 reserve.<sup>9</sup> R. P. O. established January 22, 1884.<sup>10</sup> Cars and clerks shown on route 8124.<sup>11</sup> Balance of route shown on Greenville and Belton R. P. O., 26.84 miles.<sup>12</sup> Reserve car.<sup>13</sup> Distance (9.2 miles) covered by Norfolk and Columbus, Nebr., R. P. O.<sup>14</sup> Clerks on this line make two round trips daily; clerks record arrival and departure at depot, Columbus, but go to post-office for registered mail, .83 mile.

in the United States on June 30, 1894—Continued.

Annual pay for railway postal cars June 30, 1894.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Miles.					
		Train No. outward	Average speed.	Train No. inward.	Average speed.				Pt.	In.	Pt.			
		4	Miles. 21.42	5	Miles. 26.40	7	47,946	4	Pt. 18 0	In. 8 11	2	1	2	
	Mar. 19, 1884	4	26.00	5	24.57	7	51,921	( <sup>2</sup> )	18 8	9 2				
	July 1, 1881	1	22.53	10	22.53	7	62,555	2	16 3	8 11	2	1	2	
	Sept. 1, 1883	1	22.53	4	22.63	6	47,643	( <sup>2</sup> )	12 6	9 0	3	1	2	
	July 1, 1881	6	23.38	2	20.96	7	164,994	( <sup>2</sup> )	20 6	8 0	4	1	4	
	July 1, 1883	41	21	42	23	6	44,947	1	17 7	8 8	1	1	( <sup>2</sup> )	
	July 10, 1882	2	14.91	1	14.56	6	80,346	1	8 2	11 0	2	1	( <sup>1</sup> )	
	July 1, 1880	52	26	53	26	7	96,922	( <sup>2</sup> )	18 0	8 11	2	1	2	
	July 1, 1880	3	12.23	1	12.23	6	30,392	1	8 0	6 8	1	1	1	
	Dec. 1, 1883	22	13.24	21	14.75	6	5,286	1	6 0	3 6	1	1	1	
	Apr. 1, 1883	22	24	21	24	6	66,916	1	15 4	7 7	2	1	2	
	July 1, 1881	23	12	23	21	6	24,869	1	8 6	8 0	1	1	1	
	July 1, 1881	23	16	23	17	6	2,000	( <sup>12</sup> )			( <sup>12</sup> )			
	July 1, 1880	53	20	52	20	6	101,212	2	19 6	8 5	3	1	2	
	July 1, 1880	53	17	52	17			( <sup>12</sup> )	18 0	8 8				
		43	18	44	14	6								
	Apr. 15, 1881	43	13	44	14	6	27,200	1	16 5	9 0	1	1	1	
	July 1, 1881	60	21	59	23	6	128,032	2	19 8	8 0	4	1	4	
	July 1, 1880	2	20 07	1	19.33	12	166,043	4	12 0	8 9	4	1	4	
		6	18.85	8	20.31									
	July 1, 1880	1	23.85	2	22.73									
		3	22.73	4	24.53	12	96,962	3	15 6	7 10	3	1	3	
		11	24.92	12	24.03									
	July 1, 1880	6	22.65	5	22.65	6	41,841	1	14 0	7 0	1	1	1	
	July 1, 1880	5	25.55	4	25.72	6	116,223	2	22 0	8 8	4	1	4	
	July 1, 1880	1	14	2	14	7	62,561	2	13 0	9 0	2	1	2	
	July 1, 1881	12	20.25	3	19.74	6	34,461	( <sup>2</sup> )	12 0	7 0	1	1	1	
								( <sup>2</sup> )	12 0	6 8				
								( <sup>2</sup> )	10 0	7 0				

<sup>12</sup> Covered by Pittsburgh and Cincinnati R. P. O.<sup>13</sup> See Pittsburgh and Cincinnati R. P. O., clerks record arrival and departure at depot Columbus, but go to post-office for registered mail, .83 mile.<sup>14</sup> Formerly Columbus and Corning R. P. O.; extended June 2, 1884, to Columbus and Middleport, clerks are now running between Columbus and Athens.

Closed pouches readjusted, clerks record arrival and departure at depot, Columbus, but go to post-office for registered mail, .83 mile.

<sup>15</sup> Pay not fixed on 22.38 miles.<sup>16</sup> Clerks record arrival and departure at depot, Columbus, but go to post-office for registered mail, .83 mile.<sup>17</sup> Balance of route covered by closed-pouch service between Claremont and Claremont Junction, 1.90 miles (see Table C).<sup>18</sup> These cars are also used by Pittsfield and Lawrence R. P. O. from Hooksett to Lawrence, Mass. (see foot-note to that line).<sup>19</sup> Reserve cars.

TABLE A<sup>o</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Number of cars.	Number of miles run.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
					Pounds.	
Concordia and Junction City, Kans.	7	70.92	Concordia, Junction City, Kans. (U. P.).	33015	72.19	699 \$5,194 29
Corning, N. Y., and Williamsport, Pa. <sup>1</sup>	2	112.8	Corning, N. Y., Stokesdale Junction, Pa. (Fall Brook Coal Co.).	8065	( <sup>2</sup> )	( <sup>2</sup> )
			Stokesdale Junction, Williamsport, Pa. (Fall Brook Coal Co.).	8156	73.52	485 4,967 96
Corpus Christi and Laredo, Tex.	7	161.75	Corpus Christi, Laredo, Tex. (T. M.).	31016	161.75	351 8,574 26
Council Bluffs, Iowa, and Brunswick, Mo. <sup>4</sup>	7	224.60	Council Bluffs, Iowa, Brunswick, Mo. (W. S. L. and P.).	28012	224.42	2,454 30,126 14
Council Bluffs, Iowa, and Kansas City, Mo.	7	193.50	U. P. Transfer, Iowa, Kansas City, Mo. (K. C., St. J. and C. B.).	28006	200.70	5,150 34,492 30
Cranberry, N. C., and Johnson City, Tenn. <sup>7</sup>	3	34.11	Cranberry, N. C., Johnson City, Tenn. (E. Tenn., Va. and Ga.).	19018	33.75	98 1,422 81
Crestline, Ohio, and Chicago, Ill.	5	280.62	Crestline, Ohio, Chicago, Ill. (Pitts., F. W. and Chic.). (part)	21002	( <sup>2</sup> )	( <sup>2</sup> )
Creston, Iowa, and Saint Joseph, Mo. <sup>11</sup>	7	104.47	Creston, Ia. Hopkins, Mo. (C. B. and Q.).	27007	111.00	111 3,371 23
			Hopkins, Saint Joseph, Mo. (K. C., St. J. and C. B.).	28028	59.12	667 4,246 72
Crete and Red Cloud, Nebr.	6	114.11	Crete, Beatrice, Nebr. (Om. and South West).	34006	30.66	670 2,175 94
			Beatrice, Red Cloud, Nebr. (Rep. Valley).	34016	120.84	290 5,899 74
Crookston, Minn., and Devil's Lake, Dak.	6	114.35	Crookston, Minn., Devil's Lake, Dak. (St. P., Minn. and Man.).	26039	114.34	633 7,919 18
Cuba and Salem, Mo. ....	7	40.93	Cuba, Salem, Mo. (St. L., S. and L. R.).	28023	40.98	398 2,300 68
Cumberland, Md., and Piedmont, W. Va.	3	33.73	Cumberland, Md., Piedmont, W. Va. (C. and Pa.).	10011	33.76	360 1,818 65
Cumberland, Md., and Pittsburgh, Pa.	3	150.73	Cumberland, Md., Pittsburgh, Pa. (Pitts. Div B. and O.).	8063	150.32	1,815 16,708 05
Curwinstown and Tyrone, Pa.	2	47.45	Curwinstown, Tyrone, Pa. (T. and C. Brech., Penn.).	8035	47.06	565 3,178 44
Dallas and Cleburne, Tex.	7	55.05	Dallas, Cleburne, Tex. (G. C. and S. F.).	31035	55.05	76 2,353 38
Dallas and El Paso, Tex. <sup>16</sup>	7	.....	.....	.....	.....	.....
Danbury and South Norwalk, Conn.	1	28.61	Danbury, South Norwalk, Conn. (Dan. and Nor.).	5013	28.01	1,270 2,281 19
Danville and Buffalo, N. Y. <sup>12</sup>	2	86.90	Avon, Danville, N. Y. (D. M. and M. Brech. N. Y., L. E. and W.).	6006	30.19	687 2,168 34
			Avon, Attica, N. Y. (Attica Brech. N. Y., L. E. and W.). (part)	6007	34.50 <sup>13</sup>	1,132 2,126 73
			Attica, Buffalo, N. Y. (Buffalo Brech. N. Y., L. E. and W.).	6008	( <sup>14</sup> )	( <sup>15</sup> )
Danville and Cairo, Ill. ....	6	259.10	Danville, Cairo, Ill. (Wab., St. L. and Pac.).	23058	259.35	482 16,219 83

<sup>1</sup> Established July 30, 1883; relieved every third week by a Geneva and Wellsborough clerk.<sup>2</sup> 39.20 miles covered by Geneva and Wellsborough R. P. O.<sup>3</sup> Cars and clerks shown on route 8065.<sup>4</sup> Reported last year as Brunswick and Council Bluffs R. P. O.<sup>5</sup> 1 car in reserve at Saint Joseph.<sup>6</sup> 3 helpers through.<sup>7</sup> This line was transferred from the fifth division May 1, 1884.<sup>8</sup> In reserve.<sup>9</sup> Covered by Pittsburgh and Chicago R. P. O., 279.50 miles. Clerks register at depot Crestline, but accompany registered mail to and from post-offices.<sup>10</sup> See Pittsburgh and Chicago R. P. O.<sup>11</sup> Trains 11 and 12 run between Creston and Hop-

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	I								Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
										Length.	Width.			
										<i>Ft. In.</i>	<i>Ft. In.</i>			
	A							3	1	18 3	8 1	1	1	1
								3	1	13 6	7 0	1	1	1
	J							2	( <sup>2</sup> )			( <sup>2</sup> )		
	J							1	2	12 0	6 0	3	1	3
	J							7	2	25 7½	9 2½	3	1	3
	J							5	23	22 0	9 3	3	2	4
	J							3	1	10 8	5 6	1	1	1
								3	1	11 8	7 2			
								1	3	24 0	9 0	4	1	( <sup>10</sup> )
	J							3	1	15 4	9 3	3	1	3
	J							4						
	J							3	}	18 0	9 0	2	1	2
	S							6						
	A							3	2	16 0	8 9	2	1	3
	J							2	1	6 0	7 0	( <sup>11</sup> )	1	1
	July 1, 1881	4	17.11	8	17.44	6	21,115	5	1	10 0	8 4	1	1	1
	July 1, 1881	10	25.00	1	26.55	6	94,357	2	18	4	8 10	3	1	( <sup>12</sup> )
	July 1, 1881	1	18	2	23	6	29,704	1	11	0	8 5	1	1	1
	Mar. 1, 1882	10	21	1	21	7	40,297	( <sup>13</sup> )	10	9	8 1			
								1	13	0	9 0	1	1	1
	July 1, 1881	1	23.57	2	20.20	6	14,779	1	11	2	6 0	1	1	1
	July 1, 1881	7	23.57	8	23.18	6	14,779	( <sup>14</sup> )	10	5	5 9			
	July 1, 1881	17	24	18	20	6	18,905	1	15	0	9 0	1	1	1
								( <sup>14</sup> )	12	8	9 11			
	July 1, 1881	17	24	18	30	6	21,605	( <sup>15</sup> )				( <sup>16</sup> )		
		17	26	18	27	6	19,583	( <sup>15</sup> )				( <sup>16</sup> )		
	July 1, 1883	255	20	54	19	6	162,196	1	15	0	7 8	1	1	( <sup>17</sup> )
		253	20	54	20	6		1	14	0	7 9			
								1	14	4	8 7			

kins, and 63 and 64 between Hopkins and Saint Joseph.

<sup>12</sup> Acting clerk.<sup>13</sup> Also one acting clerk who runs between Pittsburgh and Connellsville.<sup>14</sup> Reserve car.<sup>15</sup> See Texarkana and El Paso R. P. O.<sup>16</sup> Relieved every third week by a Rochester and Corning clerk.<sup>17</sup> Balance of route, 76.47 miles, covered by Rochester and Corning R. P. O.<sup>18</sup> Cars and clerks shown on route 6006.<sup>19</sup> 31.51 miles covered by Hornellsville and Buffalo R. P. O.<sup>20</sup> Danville to Mt. Carmel.<sup>21</sup> One clerk detailed to transfer duty at Danville, Ill.<sup>22</sup> Vincennes to Cairo.

TABLE A<sup>2</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, register to register.				
Danville and Quincy, Ill. ....	6	108.82				
Davenport, Iowa, and Cameron, Mo.	6	283.45	Davenport, Iowa, Cameron, Mo. (Chi., R. Ild. and Pac.).	27017 <sup>2</sup>	280.90	1,980 35,786 06
<sup>2</sup> Davenport and Knoxville, Iowa.	6	148.00	Davenport, Washington, Iowa (Chi., R. Ild. and Pac.).	27017	( <sup>4</sup> )	( <sup>4</sup> ) .....
<sup>3</sup> Dayton and Ironton, Ohio.	5	168.78	Washington, Knoxville, Iowa (Chi., R. Ild. and Pac.).	27018	78.61	449 4,704 61
Dayton and Wallula, Wash.	8	68.98	Dayton, Ironton, Ohio (Tol., Cin. and St. L.).	21054	167.91	168 7,780 69
			Dayton, Walla Walla, Wash. (Oregon Ry. and Navigation Co.).	48008	40.00	1,344 4,001 80
			Walla Walla, Wallula, Wash. (Oregon Ry. and Navigation Co.).	43004	32.10	1,313 3,156 29
Decherd and Fayetteville, Tenn.	5	48.37	Decherd, Fayetteville, Tenn. (Nash., Chatt. and St. L.).	19006	40.37	181 1,725 81
<sup>1</sup> Delaware and Columbus, Ohio.	5	25.70	Delaware, Columbus, Ohio (C., C. C. and L.).	21013	25.70	1,675 2,922 60
<sup>10</sup> Delphos, Ohio, and Saint Louis, Mo.	5	878.11	Delphos, Ohio, Kokomo, Ind. (Tol., Cin. and St. L.).	21065	108.82	64 4,630 67
			Kokomo, Frankfort, Ind. (Tol., Cin. and St. L.).	22033	37.85	101 1,190 58
			Frankfort, Ind., East Saint Louis, Ill. (Tol., Cin. and St. Louis).	22046	238.26	178 10,185 60
Delta, Pa., and Baltimore, Md.	8	47.50	Delta, Pa., Baltimore, Md. (Md. Central).	10024	45.50	283 2,178 54
Deming, N. Mex., and Los Angeles, Cal.	8	715.72	Deming, N. Mex., Yuma, Cal. (So. Pac.).	40001	467.02	2,710 64,289 97
			Yuma, Los Angeles, Cal. (So. Pac.).	48014	248.70	2,710 27,389 33
Denison and Taylor, Tex..	7	258.98	Denison City, Whitesborough, Tex. (Mo. Pac.).	31022	24.92 <sup>13</sup>	1,436 2,578 23
			Whitesborough, Taylor, Tex. (Mo. Pac.).	31028	234.43	2,134 30,466 52
Denison and Houston, Tex.	7	539.19	Denison City, Houston, Tex. (H. and T. C.).	31003	337.64	4,125 53,407 89
Denison, Troup, and Houston, Tex.	7	344.35	Denison City, Mineola, Tex. (Mo. Pac.).	31017	102.84	1,080 9,144 53
			Mineola, Troup, Tex. (L. and G. N.).	31032	44.54	1,398 4,531 94
			Troup, Houston, Tex. (L. and G. N.).	31006	( <sup>14</sup> )	3,650 ( <sup>15</sup> )
Denton and Dallas, Tex....	7	38.23	Denton, Dallas, Tex. (Mo. Pac.).	31030	37.85	201 1,618 08
Denver and Georgetown, Colo.	7	50.80	Denver, Golden, Colo. (Colo. Central).	38003	( <sup>17</sup> )	( <sup>17</sup> ) .....
			Golden, Georgetown, Colo. (Colo. Central).	38020	25.12	806 2,702 48

<sup>1</sup> One clerk detailed to Chicago, Ill., and Burlington, Iowa R. P. O.<sup>2</sup> Balance of route (55.16 miles) covered by Cameron, Plattsburgh, Mo., and Atchison, Kans., R. P. O., and by closed pouches between Atchison Junction and Leavenworth, Kans. See Table C<sup>1</sup>.<sup>3</sup> Two helpers between Seymour, Iowa, and meeting point, 114 miles.<sup>4</sup> Distance (65.50 miles) covered by Davenport, Iowa, and Cameron, Mo., R. P. O.<sup>5</sup> This line was reported last year as Washington and Knoxville, Iowa, R. P. O. Increased distance run this year 65.50 miles. Clerks run as helpers in Davenport, Iowa, and Cameron, Mo., R. P. O. between Davenport and Washington, Iowa.<sup>6</sup> Formerly Dayton and Wellston R. P. O. Extended November 5, 1893, to Ironton. Increased distance 50.57 miles.<sup>7</sup> Two clerks run between Dayton and Wellston. One clerk runs between Wellston and Ironton.



in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartment cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft.	In.			
.....	July 1, 1883	51	13	52	11	6	14,874	2	6	8	6	1	12
.....	July 1, 1883	51	9	52	9	6	54,143						
.....	July 1, 1883	5	24	6	24	6	175,843	3	22	6	9	4	26
.....		5	22	6	23	6	41,003	1	22	6	9	4	2
.....	July 1, 1883	5	23	6	22	6	48,515						
.....	Nov. 5, 1883	61	14	60	13.33	6	84,000	3	8	0	5	10	73
.....	Sept. 21, 1881	1	19.54	2	19.54	7	28,130	2	21	8	8	10	1
.....	July 1, 1881	1	19.54	2	19.54	7	22,347						
.....	July 1, 1880	81	11.56	82	12.14	6	25,244	1	8	0	6	2	1
.....	July 1, 1880	3	25.53	2	28.05	6	16,088	1	9	6	9	1	1
.....	July 1, 1880	1	15.56	2	17.70	6	67,808	6	10	5	7	6	6
.....	July 1, 1880	1	19.50	2	19.98	6	17,434						
.....	May 21, 1884	1	16.88	2	16.88	6	149,150						
.....	Jan. 21, 1884	2	14.06	1	15.00	6	29,735	1	8	0	5	8	1
.....	July 1, 1881	20	23.33	19	23.10	7	341,858	(11)	55	12	9	52	8
.....	July 1, 1881	20	23.33	19	23.10	7	182,048	2	22	2	9	2	4
.....	July 1, 1882	153	21	154	21.50	7	15,226						
.....	July 1, 1883	153	21	154	21.50	7	171,347	2	22	0	9	0	126
.....	July 1, 1882	2	21	1	21	7	248,287						
.....	July 1, 1882	199	19	200	19	7	75,279	1	23	10	9	4	5
.....	July 1, 1882	199	21	200	21	7	32,563	1	23	8	9	5	
.....	July 1, 1882	199	22	200	22	7	144,222	1	23	0	8	10	
								1	20	6	7	5	
								1	21	2	8	10	
.....	Sept. 1, 1881	193	12	194	12	6	23,932	1	13	4	7	4	1
								1	13	4	7	4	1
.....		231	16	232	16	7	11,712	1	16	3	7	5	1
.....	July 1, 1882	231	12	232	12	7	25,473						

<sup>8</sup> One reserve car.

<sup>9</sup> Clerk records arrival and departure at depot, Columbus, but goes to post-office for registered mail,  $1\frac{1}{2}$  mile.

<sup>10</sup> Runs are divided as follows: 2 clerks between Delphos and Frankfort, 2 clerks between Frankfort and Charleston, 2 clerks between Charleston and East Saint Louis.

Cars on San Francisco and Los Angeles R. P. O. run through to Deming on this line.

<sup>12</sup> 15.59 miles of route 31022 covered by closed pouch

service between Whitesborough and Gainesville, Tex. See Table C<sup>o</sup>.

<sup>13</sup> 1 clerk detailed office superintendent, Saint Louis, Mo.

<sup>14</sup> 2 cars held in reserve.

<sup>15</sup> 197 miles distance on route 31006 covered by Texarkana and Houston R. P. O.

<sup>16</sup> In shops.

<sup>17</sup> 16 miles distance on route 38003 covered by Fort Collins and Denver R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
<sup>1</sup> Denver and Leadville, Colo.	7	172.25	Denver, Leadville, Colo. (D. S. P. and Pac.).	38005	172.25	1,078	\$15,170 05
Denver and Pueblo, Colo.	7	125.98	Denver, Pueblo, Colo. (D. and N. O.).	38023	125.98	527	8,186 18
<sup>2</sup> Denver, Colo., and Ogden, Utah.	7	772.81	Denver, South Pueblo, Colo. (D. and R. G.).	38001 (part)	( <sup>4</sup> )	.....	( <sup>4</sup> )
			South Pueblo, Salida, Colo. (D. and R. G.).	38019 (part)	( <sup>5</sup> )	.....	( <sup>5</sup> )
			Salida, Colo., Ogden, Utah (D. and R. G.).	38012	555.64	1,136	18,805 72
<sup>7</sup> Denver, Pueblo, and Leadville, Colo.	7	278.51	Denver, South Pueblo, Colo. (D. and R. G.).	38001 (part)	120.00	2,233	15,698 40
			South Pueblo, Leadville, Colo. (D. and R. G.).	38019	158.92	2,850	22,283 76
Des Moines and Albia, Iowa	6	68.46	Des Moines, Albia, Iowa (Chi. Burl. and Qcy.).	27033	68.88	2,360	9,187 21
<sup>10</sup> Des Moines and Decatur, Iowa.	6	85.50	Des Moines, Decatur, Iowa (Des M., Osc. and South.).	27084 <sup>11</sup> (part)	86.32	151	3,690 18
Des Moines and Keokuk, Iowa.	6	163.08	Des Moines, Keokuk, Iowa (Chi., R. I. and Pac.).	27019	163.11	704	11,854 83
Des Moines, Percy and Albia, Iowa.	6	67.97	Des Moines, Albia, Iowa (Wab., St. L., and Pac.).	27060 (part)	67.97	168	2,905 72
Des Moines and Winterset, Iowa.	6	42.90	Des Moines, Somerset Jc., Iowa (Chi., R. I. and Pac.).	27015 <sup>14</sup> (part)	15.70	533	1,020 18
			Somerset Jc., Winterset, Iowa (Chi., R. I. and Pac.).	27076	27.72	449	1,659 04
<sup>15</sup> Detroit, Mich., and Chicago, Ill.	9	286.69	Detroit, Mich., Chicago, Ill. (Mich. Cent.).	24006	285.10	14,209	76,785 98
<sup>18</sup> Detroit and Grand Haven, Mich.	9	188.94	Detroit, Grand Haven, Mich. (Det., Grt. Hav. and Mil.).	24027	189.06	2,532	25,540 11
<sup>21</sup> Detroit and Grand Rapids, Mich.	9	170.65	Detroit, Jackson, Mich. (Mich. Cent.).	24006 (part)	( <sup>22</sup> )	.....	( <sup>22</sup> )
			Jackson, Grand Rapids, Mich. (Mich. Cent.).	24010	94.72	2,178	12,309 81
<sup>23</sup> Detroit, Mich., and Peru, Ind.	9	194.73	Detroit, Mich., Denver, Ind. (Wab., St. L. and Pac.).	22027 <sup>24</sup> (part)	186.03	515	11,929 10
			Denver and Peru, Ind. (Wab., St. L. and Pac.).	22004 (part)	( <sup>25</sup> )	.....	( <sup>25</sup> )
<sup>26</sup> Detroit and Three Rivers, Mich., and Chicago, Ill.	9	274.49	Detroit, Jackson, Mich. (Mich. Cent.).	24006 (part)	( <sup>27</sup> )	.....	( <sup>27</sup> )
			Jackson, Niles, Mich. (Mich. Cent.).	24008	104.30	665	7,402 17
			Niles, Mich., Chicago, Ill. (Mich. Cent.).	24006 (part)	( <sup>27</sup> )	.....	( <sup>27</sup> )
Detroit, Mich., and Toledo, Ohio, <i>day line</i> .	9	60.30	Detroit, Mich., Toledo, Ohio (Mich. Cent.).	24035	60.12	3,966	9,355 27
Detroit, Mich., and Toledo, Ohio, <i>night line</i> .	9	65.95	Detroit, Mich., Toledo, Ohio (L. S. and M. S.).	24001	65.58	4,368	10,597 72

<sup>1</sup> Denver and Leadville R. P. O. and Denver, Pueblo, and Leadville R. P. O. run on same track from Buena Vista to Leadville, but on different routes—lap service. Buena Vista and Gunnison R. P. O. also runs over route 38005 between Buena Vista and Nathrop, Colo.

<sup>2</sup> Reserve car at Denver.

<sup>3</sup> Reported last year as Salida and Grand Junction R. P. O. Increased distance 565.31 miles.

<sup>4</sup> 120 miles distance on route 38001 covered by Denver, Pueblo, and Leadville R. P. O.

<sup>5</sup> 97 miles distance on route 38019 covered by Denver, Pueblo, and Leadville R. P. O.

<sup>6</sup> Reserve car.

<sup>7</sup> Denver and Ogden R. P. O. runs 120 miles on route 38001, between Denver and South Pueblo, and 97 miles on route 38019, between South Pueblo and Salida, Colo.

<sup>8</sup> 50 miles of route 38001 covered by Pueblo and Silvertown R. P. O., between South Pueblo and

Cucharas, Colo., and 36.90 miles between Cucharas and El Moro, Colo., covered by closed-pouch service. See Table C.

<sup>9</sup> 1 car in reserve at Denver. All full-length postal cars.

<sup>10</sup> This line was reported last year as Des Moines and Osceola, Iowa, R. P. O. Increased distance run this year 25.50 miles.

<sup>11</sup> Balance of route (5.80 miles) between Decatur and Leon, covered by closed pouches. See Table C.

<sup>12</sup> 1 car in reserve.

<sup>13</sup> 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.

<sup>14</sup> Balance of route, Somerset Junction to Indianola, Iowa (6.73 miles), covered by pouch service. See Table C.

<sup>15</sup> Double service, one line daily, the other daily, except Sunday.

<sup>16</sup> 1 car held in reserve.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last reorganization. month.	Average speed per hour (train numbers taken from divisions & schedules).				Round trips with clerks, per week.	Annual miles of serv- ice with clerks.	Mail cars or cars in which are mail ser- vices.	In the office of the postmaster (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed. Miles.	Train No. inward.	Average speed. Miles.				Feet.	Inches.			
.....	July 1, 1883	261	17	263	17	7	126,087	2	15	8	7	7	8
.....	Dec. 2, 1883	1	26	2	26	7	92,217	3	14	0	7	6	3
.....	.....	1	26	8	25	7	87,840	8	19	8	7	6	8
.....	.....	1	25	8	25	7	71,004	61	16	8	7	7	8
.....	Apr. 1, 1883	1	21	8	21	7	406,853	4	16	8	7	7	4
.....	July 1, 1883	3	23	8	23	6	75,082	4	16	8	7	7	4
.....	July 1, 1883	3	23	6	20	6	.....	4	16	8	7	7	4
.....	Apr. 1, 1884	32	23	23	25	6	42,856	2	17	6	8	8	2
.....	July 1, 1883	1	15	2	16	6	63,523	1	8	0	7	8	1
.....	July 1, 1883	2	23	1	24	6	102,088	103	16	6	9	0	2
.....	July 1, 1883	8	22	7	21	6	42,549	1	25	7	7	8	1
.....	July 1, 1883	33	18	34	19	6	9,828	1	9	0	7	8	1
.....	July 1, 1883	33	18	34	19	6	17,027	1	9	0	7	8	1
.....	Apr. 4, 1883	3	22.03	2	30.05	6	179,457	103	44	0	9	0	4
.....	Apr. 4, 1883	9	22.14	10	30.86	7	209,857	103	50	0	9	0	4
.....	Apr. 4, 1883	3	24.36	6	23.06	6	118,276	103	22	10	9	0	3
.....	.....	1	37.00	8	25.20	6	100,100	1	21	0	8	7	2
.....	.....	15	30.28	16	32.44	6	47,388	1	11	1	7	11	1
.....	Apr. 4, 1883	15	26.82	16	28.89	6	50,285	1	10	7	8	6	2
.....	Aug. 1, 1882	103	25.04	106	26.20	6	50,285	1	10	7	8	6	2
.....	.....	21	24.89	26	26.87	6	129,079	2	16	6	10	4	3
.....	.....	21	24.89	26	26.87	6	560	2	16	6	10	4	3
.....	.....	11	25.23	4	26.23	6	47,283	1	16	8	9	0	1
.....	Apr. 4, 1883	11	25.32	4	23.86	6	85,060	1	18	0	9	0	4
.....	.....	11	25.06	4	26.23	6	50,382	.....	.....	.....	.....	.....	.....
.....	Apr. 4, 1883	301	27.86	306	29.65	6	37,747	1	17	10	8	8	1
.....	Apr. 4, 1883	(*)	.....	130	12.16	6	41,284	1	36	0	9	0	1

\* 3 clerks detailed to the Detroit, Three Rivers, and Chicago R. P. O. 1 clerk detailed to office of chief clerk R. M. S., Detroit, Mich. 2 clerks assigned as transfer clerks at Detroit, Mich. 1 clerk assigned as transfer clerk at Jackson, Mich. 1 clerk detailed from Grand Rapids and La Crosse R. P. O. 2 clerks assigned as helpers between Kalamazoo, Mich., and Chicago, Ill. (144 miles); 1 clerk detailed as transfer clerk at Michigan City Ind.

\*\* Clerks on trains 1 and 8 run only between Detroit and Grand Rapids, Mich. (157.50 miles). There is double service between these points daily, except Sunday.

† 1 car held in reserve.

‡ 1 clerk assigned as helper between Detroit and Durand, Mich., 67 miles.

§ Double service between Jackson and Grand Rapids, Mich. (94.72 miles), daily, except Sunday.

|| Shown in report of Detroit and Chicago R. P. O.

\*\* Reported last year as Detroit and Logansport R. P. O.

† Balance of route, Denver to Logansport, Ind. (18.03 miles), covered by closed pouches. See Table C; R. P. O. service between Detroit, Mich., and Logansport, Ind., to May 18, 1884. Since then the R. P. O. has run from Detroit, Mich., to Peru, Ind., via Denver, Ind. This R. P. O. runs 8.03 miles on route 22004.

‡ Shown in report of Michigan City and Indianapolis R. P. O.

§ Outward clerks perform duty in Detroit and Chicago R. P. O. between Niles, Mich., and Chicago, Ill. (94.49 miles) Inward they perform duty in the same R. P. O. between Jackson and Detroit, Mich. (75.70 miles)

|| Shown in report of Detroit and Chicago R. P. O.

\*\* Clerks appointed to Detroit and Chicago R. P. O.

† No train outward. Service performed by Detroit and Toledo day line.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Doyle's Station, and Tullahoma, Tenn. <sup>1</sup> .	5	56.82	Doyle's Station, Tullahoma, Tenn. (Nash., Chat. and St. L.).	19013	56.82	302	\$1,515 06
Dresden and Cincinnati, Ohio.	5	185.22	Dresden, Morrow, Ohio (P., C. and St. L.).	21029	148.73	678	10,555 36
		148.73	Morrow, Cincinnati, Ohio (P., C. and St. L.).	21014 (part)	( <sup>4</sup> )	.....	( <sup>4</sup> )
Driftwood and Red Bank Furnace, Pa.	2	109.98	Driftwood, Red Bank Furnace, Pa. (Low Grade Div. Alleg. Val.).	8076	110.45	409	6,327 67
Dubuque, Iowa and Mendota, Ill. <sup>7</sup>	6	132.29	Dubuque, Iowa, Mendota, Ill. (Illinois Central).	23021 <sup>6</sup> (part)	132.29	2,705	14,569 09
Dubuque and Sioux City, Iowa.	6	327.64	Dubuque, Sioux City, Iowa (Illinois Central).	27021	327.59	2,944	36,971 81
Duluth and St. Paul, Minn..	6	154.80	Duluth, St. Paul, Minn. (St. Paul and Dul.).	26007	155.59	1,234	11,813 95
Duncan's Mills and San Francisco, Cal.	8	79.25	Duncan's Mills, San Francisco, Cal. (No. Pac. Coast).	46016	79.25	429	4,675 75
Dunkirk, N. Y., and Titusville, Pa. <sup>12</sup>	2	91.41	Dunkirk, N. Y., Titusville, Pa. (Dun., A. V. and P.).	6019	91.16	428	5,378 44
Dupont, Ga., and Newnansville, Fla.	4	104.10	Du Pont, Ga., to Newnansville, Fla. (S., F. and W. Rwy.).	15036	104.10	196	664 15
Dwight and Washington, Ill.	6	70.13	Dwight, Washington, Ill. (Chi. and Alton).	23019	70.12	239	3,117 53
Easton and Hazleton, Pa. <sup>14</sup>	2	69.18	Easton, Penn Haven Junction, Pa. (Lehigh Val.).	8010	( <sup>15</sup> )	.....	( <sup>16</sup> )
		<sup>16</sup> 45.53	Penn Haven Junction, Hazleton, Pa. (Lehigh Val.).	8016 <sup>19</sup> (part)	15.90	397	897 24
East Saginaw and Lakeview, Mich.	9	71.29	East Saginaw, Alma, Mich. (Det., Lan. and Northern).	24030 <sup>21</sup> (part)	39.11	527	2,495 07
			Alma, Lakeview, Mich. (Det., Lan. and Northern).	24041	34.00	362	1,831 58
East Saginaw and Port Huron, Mich. <sup>22</sup>	9	92.06	East Saginaw, Saginaw, Junction, Mich. (Pt. H. and N. W.).	24025	78.85	292	3,843 15
			Saginaw Junction, Port Huron, Mich. (Pt. H. and N. W.).	24042 (part)	( <sup>23</sup> )	.....	( <sup>23</sup> )
Eastonton and Gordon, Ga.	4	38.73	Eastonton, Gordon, Ga. (Cent. R. R. of Ga.).	15014	38.57	108	1,648 86
Eau Claire, Wis., and Wabasha, Minn.	6	49.40	Eau Claire, Wis., Wabasha, Minn. (Chi., Mil. and St. Paul).	25047	49.58	183	2,119 54
Elba and Rocky Mount, Va.	3	37.26	Elba, Rocky Mount, Va. (Franklin Div. Va. Mid.).	11022	37.23	152	1,591 58
Ellijay and Marietta, Ga...	4	57.75	Ellijay, Marietta, Ga. (M. and N. G. E. R.).	15030 <sup>21</sup> (part)	67.83	111	2,012 23
Elmira, N. Y., and Blossburgh, Pa. <sup>25</sup>	2	52.41	Elmira, N. Y., Blossburgh, Pa. (Tioga).	8020 <sup>29</sup> (part)	49.92	560	3,329 16

<sup>1</sup> Report of 1883. Rock Island and Tullahoma R. P. O. Extended to begin at Walling March 4, 1884. Increased distance, 1.10 miles. Extended to begin at Doyle's Station May 5, 1884. Increased distance, 7.10 miles.  
<sup>2</sup> Between Dresden Junction and Morrow, 12 times per week; residue 6 times. Formerly run between Dresden Junction and Washington Court House, May 11, 1884.  
<sup>3</sup> Dresden Junction to Cincinnati, 3 crews, 1 clerk to crew. Dresden to Morrow, 2 crews, 1 clerk to crew.  
Covered by Columbus and Cincinnati R. P. O., 36 miles.  
<sup>6</sup> Reserve car.

<sup>6</sup> Balance of route (212.85 miles) covered by Mendota and Centralia, Ill., R. P. O.  
<sup>7</sup> This line was reported last year as Freeport and Centralia, Ill., R. P. O., which has been extended to Dubuque, Iowa, and divided at Mendota, Ill., into Dubuque, Iowa, and Mendota, Ill., and Mendota and Centralia, Ill., R. P. O's. Increased distance run this year, 68.80 miles.  
<sup>8</sup> Night line.  
<sup>9</sup> Day line.  
<sup>10</sup> 1 helper on day line between Dubuque and Waterloo, Iowa, 93 miles.  
<sup>11</sup> Reserve.  
<sup>12</sup> 1 reserve car.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.								
.....	Mar. 4, 1884	72	12.80	71	11.30	6	31,148	1	8 0	6 2	1	1	1
.....	July 1, 1880	11	25.81	18	26.60	(2)	93,104	4	14 6	6 9	25	1	5
		3	21.09	4	17.00	.....	84,401						
		11	22.15	18	19.25	.....	22,536						
.....	July 1, 1881	2	21	1	18	6	68,848	2	14 0	8 6	2	1	2
								1	14 8	8 5			
.....	July 1, 1883	5	24	6	26	6	82,813	1	27 3	9 0	2	1	2
.....	July 1, 1883	2	21	1	22	12	410,204	3	24 7	9 0	5	1	11
		4	21	2	22				3	24 0	9 0	5	
.....	July 1, 1883	2	24	1	21	6	96,905	2	22 6	8 6	3	1	3
								11	21 2	9 3			
.....	July 1, 1881	1	16.23	16	15.85	6	49,610	123	21 4	9 6	2	1	2
.....	July 1, 1881	1	24	4	23	6	57,222	1	15 6	6 6	2	1	2
.....	Jan. 22, 1883	9	18	10	19	7	75,993	1	18 0	9 3	1	1	1
.....	July 1, 1883	122	21	121	21	6	43,901	1	13 10	9 5	1	1	1
.....	.....	2	27	7	26	6	33,886	2	15 0	8 0	2	1	175
		18	23	3	26	6	33,866	2	14 0	8 4	2	1	
		6	31	21	32	166	28,501	1	10 0	8 0			
								122	10 0	8 0			
.....	July 1, 1881	2	18	7	15	6	9,440	(20)	.....	.....	(20)		
		18	18	3	16	6	9,440	(20)	.....	.....	(20)		
.....	Dec. 20, 1883	3	19.10	2	19.10	6	24,194	1	10 3	5 6	1	1	1
.....	Apr. 4, 1883	3	15.90	2	15.90	6	20,432	1	9 8	6 9			
.....	Apr. 4, 1883	5	29.50	8	21.84	6	49,829	1	9 6	6 0			
.....	.....	5	29.50	8	21.84	6	7,799	(24)	.....	.....	1	1	22
.....	July 1, 1880	24	13	23	12	6	24,246	21	26 4	8 7	1	1	1
.....	July 1, 1883	1	22	2	20	6	30,924	1	18 0	9 3	1	1	1
								1	15 7	7 0			
.....	July 1, 1881	34	10.57	33	10.57	6	23,324	1	5 4	5 3	1	1	1
.....	July 17, 1882	1	8	2	8	6	36,161	1	14 0	6 10	1	1	1
.....	July 1, 1881	1	19	4	18	6	32,807	1	12 4	9 7	1	1	1
								1	10 7	6 3			

13 Relieves Buffalo and Jamestown clerk every third week.  
14 Double day service and additional run 45.53 miles to Mauch Chunk and return.  
15 54.10 miles covered by New York and Elmira R. P. O.  
16 Short run Easton to Mauch Chunk. Same clerks as on trains 2 and 18; 1 from Mauch Chunk in the a. m. and from Easton in the p. m.  
17 One helper Easton to Hazleton and return.  
18 Reserve cars.  
19 Balance of route (8.80 miles) covered by Hazleton and Sunbury R. P. O.  
20 Cars and clerks shown on route 8010.  
21 Remainder of route (6.83 miles) Alma to Ithaca,

Mich., covered by closed-pouch service. See Table C.  
22 Runs on route 24042, Saginaw Junction to Port Huron, Mich. (12.75 miles).  
23 Shown in report of Port Austin and Port Huron R. P. O.  
24 Reported on route 24025.  
25 1 clerk detailed to Lenox and Jackson R. P. O.  
26 Mail, baggage, and express in one car.  
27 Ten miles covered by closed pouches. No pay fixed on 20.76 miles.  
28 3.20 miles, Tioga Junction to Lawrenceville, double daily service except Sunday.  
29 Balance of route (16.02 miles) covered by closed-pouch service. See Table C.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Elmira, N. Y., and Wilkes Barre, Pa. <sup>1</sup>	2	124.13	Elmira, Waverly, N. Y. (N. Y., L. E. and W.).	6001	( <sup>2</sup> )	.....	( <sup>3</sup> )
			Waverly, N. Y., Wilkes Barre, Pa.	8010	( <sup>4</sup> )	.....	( <sup>4</sup> )
Elmira, N. Y., and Williamsport, Pa.	2	79.13	Elmira, N. Y., Williamsport, Pa. (No. Central).	8021	79.71	2,007	\$10,222 80
Emerson and Norfolk, Nebr.	6	46.96	Emerson, Norfolk, Nebr. (Chi., St. P., Minn. and O.).	34021	46.67	203	1,995 14
Emporia and Howard, Kans.	7	76.59	Emporia, Howard, Kansas, (A. T. and S. F.).	33023	76.59	315	3,863 96
Erie and Pittsburgh, Pa....	2	148.00	Erie, New Castle, Pa. (Erie and Pittsburgh).	8044	98.47	969	8,250 80
			New Castle, Homewood, Pa., (Erie and Pittsburgh).	8029	15.43	1,383	1,570 00
			Homewood, Pittsburgh, Pa., (Pitts., Ft. W. and C.).	21002	( <sup>11</sup> )	.....	( <sup>11</sup> )
Essex Junction, Vt., and Boston, Mass.	1	241.86	Essex Junct., Burlington, Vt. (Ct. Vermont).	2001 <sup>12</sup> (part)	8.50	3,516	1,271 85
			Burlington, Bellows Falls, Vt. (Ct. Vermont).	2003	120.39	3,308	17,602 22
			Bellows Falls, Vt., Fitchburg, Mass. (Cheshire).	3055	64.54	2,935	9,105 30
			Fitchburg, Boston, Mass. (Fitchburg).	3021 <sup>14</sup> (part)	( <sup>15</sup> )	.....	( <sup>15</sup> )
Evansville, Ft. Branch and Mt. Vernon, Ind.	5	58.68	Fort Branch, Evansville, Ind. (Evans. and T. Haute).	22012 (part)	( <sup>16</sup> )	.....	( <sup>16</sup> )
			Ft. Branch, Mt. Vernon, Ind. (Evans. and T. Haute).	22039	39.40	157	1,684 34
Evansville, Ind. and Nash-Tenn. <sup>17</sup>	5	157.81	Henderson, Ky., Nashville, Tenn. (Lou. and Nash.).	20025	145.92	178	10,106 41
Evansville, Ind., and St. Louis, Mo.	6	164.79	Evansville, Ind., St. Louis, Mo. (Louis. and Nash.).	23032	162.25	1,033	14,011 91
Fair Haven, N. Y., and Sayre, Pa.	2	117.50 <sup>19</sup> 87.34	Fair Haven, N. Y., Sayre, Pa. (So. Central).	6084	118.92	22,405	6,113 15
Fairland and Martinsville, Ind.	5	38.06	Fairland, Martinsville, Ind., (Fair., Frank. and Mart.).	22016	38.35	141	1,639 46
Fargo, Dak., Breckenridge and St. Paul, Minn. <sup>22</sup>	6	268.48	Fargo, Dak., Breckenridge, Minn. (St. Paul, Minn. and Man.).	26005	53.27	2,698	7,333 14
			Breckenridge, St. Paul, Minn. (St. Paul, Minn. and Man.).	26006	216.88	3,666	26,257 66
Fargo and La Moure, Dak. <sup>24</sup>	6	88.15	Fargo, La Moure, Dak. (North Pac.).	35015	88.34	.....	No pay fixed.
Farley and Cedar Rapids, Iowa.	6	57.81	Farley, Cedar Rapids, Iowa (Chi., Mil. and St. Paul).	27020	57.87	491	3,661 43
Farmington and Lewiston, Me.	1	47.12	Farmington, Leeds Junct., Me. (Me. Central).	3 <sup>25</sup> (part)	33.36	729	2,673 55
			Leeds Junct., Lewiston, Me., (Me. Central).	5 <sup>26</sup> (part)	( <sup>27</sup> )	.....	( <sup>27</sup> )
Fernandina and Cedar Keys, Fla.	4	155.22	Fernandina, Cedar Keys, Fla. (Fla. Trans.).	16001	155.15	620	8,596 85
Flomaton, Ala., and Pensacola, Fla.	4	44.84	Flomaton, Ala., Pensacola, Fla. (L. and N.).	16003	45.29	352	1,920 74

<sup>1</sup> Short run New York and Elmira R. P. O.<sup>2</sup> 17.75 miles covered by New York and Dunkirk R. P. O.<sup>3</sup> Clerks accounted for in New York and Elmira R. P. O.<sup>4</sup> 124.98 miles covered by New York and Elmira R. P. O.<sup>5</sup> Cars and clerks shown on route 6001.<sup>6</sup> 1 clerk relieves Canandaigua and Elmira clerk every third week.<sup>7</sup> Reserve cars.<sup>8</sup> 1 clerk does transfer duty at Erie, Pa.<sup>9</sup> Reserve car.<sup>10</sup> Cars and clerks shown on route 8044.<sup>11</sup> 34.60 miles covered by Pittsburgh and Chicago R. P. O.<sup>12</sup> Balance of route covered by Saint Albans and Boston R. P. O., 24.50 miles, and Saint Albans and Ogdens R. P. O. 24 10 miles.<sup>13</sup> 1 clerk detailed as transfer clerk, Rutland, Vt.<sup>14</sup> Balance of route covered by Boston and Troy R. P. O. 56.11 miles.<sup>15</sup> Covered by Boston and Troy R. P. O.



in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in block figure).		Number of crew.	Number of clerks to crew.	Number of clerks appointed to line.		
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.					
			Miles.		Miles.				Ft.	In.					
		9	43	30	24	6	11,023	2	20	0	8	3	1	( <sup>2</sup> )	
		9	25	30	34	6	66,683	( <sup>5</sup> )					( <sup>5</sup> )		
	July 1, 1881	2	25	1	25	6	49,536	1 72 71	15 15 14	8 0 8	8 7 7	2	1	<sup>22</sup>	
	Jan. 1, 1882	11	16	12	16	6	29,397	1	11	9	9	4	1	1	
	July 1, 1882	53	12½	54	12½	6	47,946	1	12	0	7	8	1	1	
	July 1, 1881	24	24	21	25	6	61,697	2 91	20 12	0 0	9 9	0 0	3	1	<sup>24</sup>
	July 1, 1881	24	14	21	18	6	9,259	( <sup>10</sup> )					( <sup>10</sup> )		
		24	22	21	22	6	21,694	( <sup>10</sup> )					( <sup>10</sup> )		
	July 1, 1881	53	20.86	10	19.20	6	5,077	1	33	9	6	10	4	2	<sup>129</sup>
	July 1, 1881	53	21.12	10	24.76	6	75,120	1 72	24 24	2 0	6 6	10 10			
	July 1, 1881	53	23.70	10	28.44	6	40,158								
		53	30.36	10	31.82	6	31,049								
		15	24.13	16	24.13	6	12,208								
	Oct. 16, 1882	15	23.28	16	23.28	6	24,644	1	5	6	9	8	1	1	1
	July 1, 1880	51	21.76	52	19.95	6	98,789	2	14	6	9	6	3	1	3
	July 1, 1883	54	18	53	21	6	103,102	<sup>181</sup> 2	11 11	9 10	9 11	3	1	3	
	July 1, 1881	8 2	22 26	15 7	20 24	6 <sup>196</sup>	73,555 54,676	2 2 211	12 11 13	0 0 10	6 6 6	8 3 6	3 ( <sup>20</sup> )	1	3
	July 1 1880	52	13.04	51	10.57	6	23,825	1	12	0	6	10	1	1	1
	Apr. 1, 1884	9	22	10	23	6	32,301	2	22	0	8	9	4	1	<sup>25</sup>
	Apr. 1, 1884	9	22	10	23	6	135,767	1 <sup>181</sup> <sup>181</sup>	24 20 12	6 0 4	8 8 8	9 9 9			
		51	20	52	20	6	55,182	1	23	9	8	10	1	1	1
	July 1, 1881	19	19	20	19	6	36,189	1	16	0	6	11	1	1	1
	July 1, 1881	56	19.80	70	19.10	6	45,716								
		56	12.84	70	12.58	6	6,673	1 1	19 19	2 3	7 7	9 10	2	1	2
	July 1, 1880	1	17	2	17	6	97,168	1 1 91	20 19 19	4 4 7	8 7 8	8 11 8	3	1	<sup>24</sup>
	July 1, 1880	1	17	4	17	6	28,070	1	14	0	9	0	1	1	1

<sup>16</sup> Covered by Terre Haute and Evansville R. P. O. 19 miles.  
<sup>17</sup> Between Evansville and Henderson clerks are carried by boats.  
<sup>18</sup> Reserve.  
<sup>19</sup> Short run Auburn and Sayre R. P. O.  
<sup>20</sup> Clerk records arrival and departure at North Fair Haven by slips. Clerks perform service alternately on the short run.  
<sup>21</sup> In reserve.  
<sup>22</sup> Cars run through from Saint Paul, Minn., to Neche, Dak., covering Neche, Dak., and Breckenridge, Minn., R. P. O.

<sup>23</sup> One helper between Saint Paul and Delano, Minn., 39 miles.  
<sup>24</sup> Service on this line was established this year.  
<sup>25</sup> Balance of route covered by Bath and Lewiston R. P. O. 15.03 miles, and closed-pouch service between Leeds Junction and Lewiston, 16.50 miles. See Table C.  
<sup>26</sup> Balance of route covered by Skowhegan and Portland R. P. O. 91.90 miles.  
<sup>27</sup> Covered by Skowhegan and Portland R. P. O. 10.66 miles.  
<sup>28</sup> Detailed as transfer clerk at Baldwin, Fla.

TABLE A<sup>2</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						Pounds	
Florence and Augusta, S. C.	4	164.37	Florence, Columbia, S. C. (W. C. and A.).	1		4,696	\$5,877 20
			Columbia, S. C., Augusta, Ga. (C. C. and A.).	1			( <sup>3</sup> )
Florence and Douglas, Kans.	7	54.58	Florence, Douglas, Kans. (A. T. and S. F.).	31		397	3,079 94
Florence and Ellinwood, Kans.	7	96.87	Florence, Ellinwood, Kans. (A. T. and S. F.).	23		373	5,416 16
Fonda and Des Moines, Iowa.	6	115.17	Fonda, Des Moines, Iowa, (Web. St. L. and Pac.).	2		317	5,762 40
Fond du Lac and Milwaukee, Wis.	6	64.18	Fond du Lac, Milwaukee, Wis. (Chi. and No. West.)	21		3,770	9,805 01
Forreston and Aurora, Ill.	6	81.58	Forreston, Aurora, Ill. (Chi. and Iowa)	2			( <sup>5</sup> )
Fort Howard, Wis., Chicago, Ill.	6	249.33	Fort Howard, Wis., Chicago, Ill. (Chi. and No. West.).	2		6,373	42,581 21
Fort Collins and Denver, Colo. <sup>6</sup>	7	89.54	Fort Collins, Denver, Colo. (Colo. Central).	31		1,119	3,170 88
Fort Howard, Wis., and Winona, Minn. <sup>7</sup>	6	215.40	Fort Howard, Wis., Winona, Minn. (G. Bay, Win. and St. Paul).	2		659	13,083 90
Fort Madison and Birmingham, Iowa.	6	41.81	Fort Madison, Birmingham, Iowa (Ft. Mad. and No. West.).	2		89	1,779 23
Fort Scott, Kans., and Joplin, Mo. <sup>8</sup>	7	78.77	Fort Scott, Kans., Joplin, Mo. (K. C., Ft. S. and G.).	31		1,532	3,240 27
Fort Scott and Wichita, Kans. <sup>10</sup>	7	158.00	Fort Scott, Wichita, Kans. (St. L., Ft. S. and W.).	31		332	3,272 57
Fort Wayne, Ind., and Cincinnati, Ohio. <sup>11</sup>	5	178.46	Fort Wayne, Connersville, Ind. (Ft. W., Cin. and Louis.).	22		388	6,107 68
			Connersville, Ind., Harrison, Ohio (White Water).	21		468	2,653 24
			Harrison, Valley Junction, Ohio (C. I., St. L. and C.).	21		1,017	518 31
			Valley Junction, Ind., Cincinnati, Ohio (C. I., St. L. and C.).	21			( <sup>14</sup> )
Fort Worth and Galveston, Tex.	7	347.09	Fort Worth, Temple, Tex. (G., C. and S. F.).	31		552	3,447 27
			Temple, Galveston, Tex. (G., C. and S. F.).	31		792	16,565 90
Fredericksburgh and Orange C. H., Va.	3	38.70	Fredericksburgh, Orange C. H., Va. (Pot., Fred. and Pied.).	1		160	1,659 96
Galesburgh and Havana, Ill.	6	62.63	Galesburgh, Havana, Ill. (Fulton Co., N. G.).	23067	60.81	279	2,911 58
Galva, Ill., and Burlington, Iowa. <sup>12</sup>	6	85.15	Galva, Gladstone, Ill. (Chi. Burl. and Q'cy).	23070	75.17	471	4,627 46
			Gladstone, Ill., Burlington, Iowa (Chicago, Burl. and Quincy).	23007 (part)	( <sup>17</sup> )		( <sup>17</sup> )
Garrison and Ogden .....	9	455.51	Garrison, Silver Bow, Mont. (Utah and Northern).	36001	44.32	1,633	5,343 21
			Silver Bow, Mont., Ogden, Utah (Union Pacific).	41003 <sup>13</sup> (part)	410.27	2,233	63,671 52

<sup>1</sup> Balance of route, 110 miles, covered by Wilmington and Charleston R. P. O.<sup>2</sup> Shown in Charlotte and Augusta R. P. O.<sup>3</sup> Shown on Chicago, Forreston and Dubuque R. P. O.<sup>4</sup> One car in reserve.<sup>5</sup> Two clerks detailed to transfer duty at Chicago, Ill.<sup>6</sup> Denver and Georgetown R. P. O. also runs over 16 miles of route 38903, between Denver and Golden, Colo.<sup>7</sup> This line was reported last year as Green Bay, Wis., and Winona, Minn. R. P. O. Increased distance run this year, 0.59 mile.<sup>8</sup> Reported last year as Kansas City and Joplin R. P. O. Decreased distance, 83.95 miles.<sup>9</sup> 99 miles of route 33008 covered by Kansas City and Memphis R. P. O., and 6.30 miles covered by closed pouch service between Webb City and Joplin, Mo. (See Table C<sup>2</sup>.)<sup>10</sup> Reported last year as Fort Scott and El Dorado R. P. O. Increased distance, 31.53 miles.



in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Ft. In.	Ft. In.			
	July 1, 1882	46	20	47	22	7	59,880	1	25 8	8 10	2	1	2
(2)		46	20	47	20	7	59,180	1	22 0	8 10			
	July 1, 1882	63	13½	64	13½	6	34,187	1	12 0	7 8	1	1	1
	July 1, 1882	73	10½	74	10½	6	61,392	2	13 0	7 6	2	1	2
	July 1, 1883	2	21	1	19	6	72,096	2	14 0	6 6	2	1	2
	July 1, 1883	6	30	5	28	6	40,177	1	12 8	9 2	1	1	1
		4	37	1	25	6	51,009	2	8 9½	6 1	2	1	2
\$9,708 00	Apr. 1, 1884	20	22	19	22	6	152,324	43	50 0	9 5	4	2	410
	July 1, 1882	226	22	225	22	7	65,543	1	13 4	8 11	1	1	1
	July 1, 1883	1	21	2	20	6	224,840	3	12 0	7 6	3	1	3
	July 1, 1883	1	9	2	9	6	26,054	1	6 4	4 5	1	1	1
	Apr. 10, 1883	5	22	6	22	7	56,196	1	14 0	9 0½	1	1	1
	Jan. 17, 1884	1	19½	2	19½	6	99,283	1	15 7	7 1½	2	1	2
	July 1, 1880	1	21 11	2	22 80	6	68,791	1	14½ 0	6 10			
	July 1, 1880	1	22 60	2	22 60		26,961	1	12 0	7 6	2	1	2
	July 1, 1880	1	22 20	2	22 20		4,632	1	11 0	9 4			
		1	34 22	2	27 36		11,455						
	Feb. 8, 1882	2	20	1	20	7	94,128						
	Sept. 1, 1883	2	19½	1	19½	7	159,942	3	20 6	9 0	5	1	5
	July 1, 1881	1	12 82	2	12 66	6	24,226	1	7 0	7 4	1	1	1
	July 1, 1883	1	16	2	14	6	38,831	1	6 0	6 6	1	1	1
	July 1, 1883	141	25	142	25	6	47,844	1	5 11	6 10	1	1	1
		141	22	142	17	6	5,280						
	Sept. 2, 1883	4	16 42	3	17 47	7	32,779						
	Apr. 1, 1884	4	16 42	3	17 47	7	300,654	4	40 0	7 5½	6	1	107

<sup>11</sup> R. P. O. changed December 22, 1883, to Fort Wayne and Rushville R. P. O. and Hagerstown and Cincinnati, Ohio, R. P. O., at which time closed pouches were carried between New Castle and Cambridge City, and Fort Wayne and Rushville R. P. O. covered 22042. New Castle to Rushville. Changed back to Fort Wayne and Cincinnati R. P. O. May 19, 1884.

<sup>12</sup> No mail carried on 22020, between Cambridge City and Connorville.

<sup>13</sup> Closed-pouch service between Hagerstown and Cambridge City, 20.06 miles.

<sup>14</sup> Covered by Chicago and Cincinnati R. P. O.

<sup>15</sup> 56.10 miles of route 31027, between Temple and Lampasas, Tex., covered by Temple and Lampasas R. P. O.

<sup>16</sup> This line was reported last year as Galva and Keithsburg R. P. O. Increased distance run this year, 28.33 miles.

<sup>17</sup> Distance 10 miles, covered by Chicago, Ill., and Burlington, Iowa R. P. O.

<sup>18</sup> One clerk detailed as chief clerk at Ogden, Utah.

<sup>19</sup> Balance of route covered by closed-pouch service, Silver Bow to Butte City, 7 miles. See Table C<sup>2</sup>.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> ).	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Geneva, N. Y., and Wellsborough, Pa.	2	97.51	Geneva, Corning, N. Y. (Fall Brook Coal Co.).	6103	58.25	796	\$4,432 82
			Corning, N. Y., Wellsborough, Pa. (Fall Brook Coal Co.).	8065 (part)	38.69 <sup>1</sup>	608	2,656 50
Georgetown, Del., and Franklin City, Va.	2	56.26	Georgetown, Del., Franklin City, Va. (Del., Md. and Va.).	9506 (part)	55.21 <sup>2</sup>	301	2,613 93
Gilman and Springfield, Ill.	6	112.77	Gilman, Springfield, Ill. (Illinois Central).	23034	112.72	396	6,360 78
Girard and Galena, Kans.	7	48.29	Girard, Kans., Joplin, Mo. (St. L. and S. F.).	33020	38.69	151	1,653 99
			Joplin, Mo., Galena, Kans. (St. L. and S. F.).	28054 (part)	10.00 <sup>7</sup>	190	427 50
Glendive and Billings, Mont. <sup>8</sup>	6	225.28	Glendive, Billings, Mont. (North. Pac.).	28001 (part)	225.10	1,392	\$21,126 94
Glyndon, Md., and Gettysburgh, Pa. <sup>11</sup>	2	51.42	Gettysburgh, Valley Junction, Pa. (Han. Jct., H. and Gett.).	8102 (part)	23.70 <sup>13</sup>	528	1,613 21
			Valley Junction, Intersection Pa. (Han. Jct., H. and Gett.).	8082	7.40 <sup>14</sup>	373	404 93
			Intersection Pa., Glyndon, Md.	10020	20.30	701	1,475 40
Goldsborough and Morehead City, N. C.	3	96.19	Goldsborough, Morehead City, N. C. (Mid. N. C.).	13005	94.05	432	5,548 95
Goldsborough and Greensborough, N. C.	3	130.01	Goldsborough, Greensborough, N. C. (N. C. Div. Rich. and Dan.).	13004	130.35	646	9,138 83
Goodwater and Opelika....	4	60.15	Goodwater, Opelika, Ala. (Col. and W. Rwy.).	17016	60.34	288	2,940 97
Grafton and Chicago (Eastern Division). <sup>16</sup>	5	200.25	Grafton, Benwood, W. Va. (Balt. and Ohio).	10003 (part)	( <sup>17</sup> )	.....	( <sup>17</sup> )
			Benwood, W. Va., Newark, Ohio (Balt. and Ohio).	21001 (part)	106.03 <sup>19</sup>	7,247	20,669 49
Western Division .....		359.75	Newark, Chicago Junction, Ohio (Balt. and Ohio).	21010 (part)	( <sup>20</sup> )	.....	( <sup>20</sup> )
			Chicago Junction, Ohio.	21047	271.03	5,830	48,663 43
Grafton, W. Va., and Cincinnati, Ohio.	5	299.74	Grafton, Parkersburgh, W. Va. (Balt. and Ohio).	12002	104.50	15,293	29,305 98
			Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balt.).	21028	195.15	12,216	48,387 44
Grafton and Parkersburgh, W. Va.	3	104.54	Grafton, Parkersburgh, W. Va. (Park. Br. B. and O.).	12002	( <sup>24</sup> )	.....	( <sup>24</sup> )
Grafton and Wheeling, W. Va.	3	99.44	Grafton, Wheeling, W. Va. (B. and O.).	10003 (part)	100.55 <sup>25</sup>	16,055	30,433 47

<sup>1</sup> Balance of route, 13.71 miles, covered by closed-pouch service. See Table C<sup>c</sup>.<sup>2</sup> Reserve cars.<sup>3</sup> Cars and clerks shown on route 6103.<sup>4</sup> One clerk every third week relieves Corning and Williamsport clerk.<sup>5</sup> Balance of route, 25.09 miles, covered by Harrington and Lewes R. P. O.<sup>6</sup> One car in reserve.<sup>7</sup> 11 miles of route 28054, between Oronoga and Joplin, Mo., covered by closed-pouch service. See Table C<sup>c</sup>.<sup>8</sup> This line was reported last year as Bismarck, Dak., and Billings, Mont., R. P. O., which has been divided into Bismarck, Dak., and Glendive, Mont., and Glendive and Billings, Mont., R. P. O's.<sup>9</sup> Pay not fixed on 20.56 miles.<sup>10</sup> Cars run through from Saint Paul to Portland, Oreg.<sup>11</sup> Double daily service, Sundays excepted. Clerk records arrival and departure at Gettysburgh, by slips.<sup>12</sup> Balance of route, 6.16 miles, covered by closed-pouched service. See Table C<sup>c</sup>.<sup>13</sup> Reserve car.<sup>14</sup> Balance of route, 5.57 miles, covered by closed-pouch service. See Table C<sup>c</sup>.<sup>15</sup> Cars and clerks shown on route 8102.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).			Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1881	1	25	6 22	6	36,640	1	15 0	9 0	2	1	2
.....	July 1, 1881	1	22	6 18	6	24,401	(2)	15 0	9 0	(2)		
.....	July 1, 1881	2	14	1 10	6	35,219	1	10 0	7 0	1	1	1
.....	July 1, 1883	1	20	2 23	6	70,594	2	11 9	9 4	2	1	2
.....	July 1, 1882	25	16	26 16	6	23,896	1	20 0	7 0	1	1	1
.....	July 1, 1883	25	16	26 16	6	6,282						
.....	July 1, 1883	1	22	2 22	7	164,905	3	24 0	9 2	4	1	4
.....	July 1, 1881	5	24	4 19	6	14,988	1	17 0	8 8	2	1	2
.....	.....	9	25	8 23	6	14,988	1	16 8	8 8			
.....	July 1, 1881	5	23	4 20	6	4,488	(15)			(15)		
.....	.....	9	23	8 22	6	4,488						
.....	July 1, 1881	5	24	4 22	6	12,714	(15)			(15)		
.....	.....	9	22	8 23	6	12,714						
.....	Mar. 1, 1883	47	16.80	48 17.59	6	60,216	1	11 0	8 6	2	1	2
.....	.....						1	10 6	8 6			
.....	July 1, 1880	50	13.92	61 16.57	7	94,907	3	19 6	8 8	2	1	2
.....	.....											
.....	July 1, 1880	6	14	5 14	6	37,654	1	14 0	8 6	1	1	1
63,854 40	.....	4	20.02	1 25.40	7	70,537		50 0	8 8	4	2	18
4,241 20	July 1, 1880	4	20.68	1 29.32	7	77,614						
3,555 20	.....	6	23.97	5 29.41	6	55,216				4	2	...
10,841 20	July 1, 1880	6	24.68	5 20.93	6	160,065						
8,860 90	Jan. 8, 1882	11	34.66	5 32	7	76,404	(21)	50 0	9 4	4	2	30
.....	.....	2	35.74	3 26.72	7	76,494				4	23	
15,612 90	July 1, 1880	6	27.33	5 27.96	7	142,650						
.....	.....	2	25.62	3 24.74	7	142,850						
.....	.....	133	23.16	134 21.00	6	65,442	1	18 7	8 8	2	1	2
.....	July 1, 1881	3	26.43	3 25.10	7	71,681	1	19 4	8 8	2	1	2

<sup>20</sup> This line divided at Newark. Eastern division, Grafton to Newark, 7 times per week, western division, Newark to Chicago, 6 times per week. This line, together with the Sandusky, Newark and Wheeling, and Grafton and Wheeling R. P. O's, forms double daily service between Chicago Junction, Ohio, and Grafton, W. Va.

<sup>21</sup> Covered by Grafton and Wheeling R. P. O., 96.38 miles.

<sup>22</sup> One clerk detailed as transfer clerk at Shelby, Ohio; one clerk detailed as transfer clerk at Newark, Ohio.

<sup>23</sup> Balance of route covered by closed-pouch service. See Table C.

<sup>24</sup> Covered by Sandusky, Newark and Wheeling R. P. O., 88.25 miles.

<sup>25</sup> 12 cars on line between Baltimore and Saint Louis. See Baltimore and Grafton.

<sup>26</sup> Day line, 4 crews; 3 clerks to crew. Night line, 4 crews, 2 clerks to crew, 4 clerks running in mail-apartment cars between Parkersburgh and Cincinnati; 2 clerks detailed to duty in office superintendent fifth division, 4 clerks detailed as transfer clerks at Cincinnati, Ohio.

<sup>27</sup> Second clerk, Grafton and Cincinnati, runs east to Parkersburgh, with Parkersburgh and Cincinnati clerk as helper.

<sup>28</sup> Covered by Grafton and Cincinnati R. P. O., 104.50 miles.

<sup>29</sup> See Baltimore and Grafton R. P. O. for balance of route, 293.75 miles.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of railroad	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Grand Rapids, Mich., and Cincinnati, Ohio.	5	309.67	Grand Rapids, Mich., Fort Wayne, Ind. (Gr. Rap. and Ind.).	24018	( <sup>1</sup> )	.....	( <sup>1</sup> )
			Fort Wayne, Ind., Richmond, Ind. (Gr. Rap. and Ind.).	22021	92.71	388	\$5,707 22
			Richmond, Ind., Hamilton, Ohio (Cin., Rich. and Chic.).	21025	( <sup>2</sup> )	.....	( <sup>2</sup> )
			Hamilton, Cincinnati, Ohio (Cin., Ham. and Day.).	21026	( <sup>3</sup> )	.....	( <sup>3</sup> )
Grand Rapids, Mich., and Elkhart, Ind. <sup>4</sup>	9	115.02	Grand Rapids, White Pigeon, Mich. (L. S. and M. S.).	24004	96.32	1,663	10,953 51
			White Pigeon, Mich., Elkhart, Ind. (L. S. and M. S.).	6052 <sup>6</sup>	( <sup>7</sup> )	.....	( <sup>7</sup> )
Grand Rapids, Mich., and La Crosse, Ind.	9	153.70	Grand Rapids, Holland, Mich. (Chi. and West Mich.).	24052	25.46	1,581	2,808 23
			Holland, Mich., La Crosse, Ind. (Chi. and West Mich.).	24021 <sup>10</sup>	127.69	1,264	12,337 40
Granger, Wyo., and Weiser Station (n. o.), Idaho. <sup>12</sup>	6	518.48	Granger, Wyo., Weiser Station (n. o.), Idaho (Oreg. Short Line).	37001	520.31	.....	No pay fixed.
Green Bay and Milwaukee, Wis.	6	114.50	Green Bay, Milwaukee, Wis. (Mil. and North.).	25016 <sup>11</sup>	114.14	1,224	12,296 30
Greenport and New York, N. Y.	2	98.60	Greenport, Long Island City, N. Y. (Long Island).	6045	97.17	1,260	9,388 56
Greensborough and Winston, N. C.	3	29.10	Greensborough, Winston, N. C.	13012	28.98	376	1,585 78
Greenup and Willard, Ky.	...	35.49	Greenup, Willard, Ky. (East Ky.).	20013	34.76	231	1,485 99
Greenville and Belton, S. C.	4	26.27	Greenville, Belton, S. C. (C. and G. R. R.).	14001	26.84 <sup>17</sup>	611	1,835 86
Greenville and Butler, Pa. <sup>18</sup>	2	58.27	Greenville, Butler, Pa. (Shenango and Alleg.).	8051	57.29	359	3,086 21
Greenwood, S. C., and Augusta, Ga.	4	68.52	Greenwood, S. C., to Augusta, Ga. (Aug. and Knox. R. R.).	15037	68.30	111	2,919 82
Greenwood Lake and New York, N. Y.	2	50.06	Greenwood Lake, New York, N. Y. (N. Y. and Green. Lk.).	7034	51.10	142	2,184 52
Greycourt, N. Y., and Belvidere, N. J.	2	63.36	Greycourt, N. Y., McAfee Valley, N. J. (Lehigh and Hudson Riv.).	6062	21.72	100	928 53
			McAfee Valley, Belvidere, N. J. (Lehigh and Hudson Riv.).	7052	41.48	262	1,950 80
Griffin and Carrollton, Ga.	4	60.37	Griffin, Carrollton, Ga. (S. G. and N. A. R. R.).	15022	60.12	139	2,570 13
Hagerstown and Weverton, Md.	3	24.52	Hagerstown, Weverton, Md. (Wash. Co. Br. B. and O.).	10005	24.56	424	1,427 91
Hamden and Portsmouth, Ohio.	5	56.36	Hamden Junction, Portsmouth, O. (Cin., Wash. and Balt.).	21018	56.00	719	4,070 08
Hamersville and Cincinnati, Ohio.	5	40.48	Columbia, Hamersville, O. (Cin., Geo. and Ports.).	21060	35.00	425	2,034 90
			Columbia, Cincinnati, O. (P. C. and St. L.).	21014	( <sup>21</sup> )	.....	( <sup>21</sup> )

<sup>1</sup> Shown on Mackinaw City and Grand Rapids and Cadillac and Fort Wayne R. P. O.'s 140.70 miles. These clerks do no local work between Richmond and Cincinnati.

<sup>2</sup> Covered by Chicago, Richmond and Cincinnati R. P. O., 46.04 miles.

<sup>3</sup> Covered by Toledo and Cincinnati R. P. O., 25 miles.

<sup>4</sup> Double service daily except Sunday.

<sup>6</sup> 1 clerk detailed to New York and Chicago R. P. O.

<sup>6</sup> Runs on this route 18.70 miles.

<sup>7</sup> Shown in report of New York and Chicago R. P. O.

<sup>8</sup> Reported on route 24004.

<sup>9</sup> 1 car held in reserve.

<sup>10</sup> Balance of route covered by Pentwater and Muskegon R. P. O. (44.99 miles) and Big Rapids and Holland R. P. O. (25.50 miles).

<sup>11</sup> 1 clerk detailed to Detroit and Chicago R. P. O.

<sup>12</sup> Service on this line was established this year.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
		2	Miles. 22.58	3	Miles. 22.82	6	88,078		Ft. In.	Ft. In.			
	July 1, 1880	2	24.66	3	21.52		58,036	2	15 0	7 0	4	1	4
		2	26.19	3	22.55		28,821						
		2	25.76	3	29.18		15,650						
	Apr. 4, 1883	1	26.42	4	25.25	6	60,296	1	16 0	7 10	3	1	54
		3	24.70	2	27.67	6	60,296	1	15 0	9 0			
		1	24.80	2	27.90	6	11,706	3	(3)	(3)			
	Apr. 4, 1883	3	27.90	2	27.90	6	11,706	3	(3)	(3)			
	Apr. 4, 1883	4	22.96	1	20.42	6	15,937	3	15 0	9 0	2	1	113
	Apr. 4, 1883	4	22.96	1	20.42	6	80,278						
		1	17	2	17	7	379,527						
	Apr. 16, 1884	2	25	1	25	6	71,677	2	21 0	9 0	2	1	2
	July 1, 1881	34	26	9	27	6	61,724	1	15 6	6 6	2	1	2
	July 1, 1880	10	17.34	9	16.99	7	21,243	1	13 3	8 3	1	1	1
	July 1, 1880	12	16.66	11	15.46	6	18,216	1	8 0	6 9	1	1	1
	July 1, 1880	1	17.02	2	17.70	6	22,216	1	10 6	5 0	1	1	1
	July 1, 1880	52	17	53	17	6	16,445	2	21 0	9 0	1	1	1
	May 1, 1884	3	22	2	23	6	36,478	1	13 0	9 0	1	1	1
	Jan. 1, 1882	4	15	3	16	6	42,893	1	13 11	6 9	1	1	1
	July 1, 1881	16	19	3	19	6	29,402	1	10 4	6 10	1	1	1
	July 1, 1881	7	25	8	13	6	13,602	2	13 0	6 7	1	1	1
	June 1, 1882	7	20	8	17	6	25,962	(20)			(20)		
	July 1, 1881	2	12	1	12	6	37,792	1	9 4	5 10	1	1	1
	July 1, 1881	313	23.53	306	22.88	6	15,359	2	9 0	8 0	1	1	1
	July 1, 1880	385	14.17	324	23.17	6	15,859						
	July 1, 1880	51	20.49	50	19.70	6	35,049						
	July 25, 1881	3	13.30	4	14.50	6	21,910	1	10 6	7 7	1	1	1
		3	13.34	4	12.77	6	1,878						

<sup>13</sup> Balance of route (52.35 miles), Crivitz and Green Bay, covered by pouch service. See Table C.  
<sup>14</sup> Reserve car.  
<sup>15</sup> Daily.  
<sup>16</sup> Daily except Sunday.  
<sup>17</sup> Balance of route shown on Columbia and Wallula R. P. O., 117 miles.  
<sup>18</sup> Formerly Greenville and Hilliards R. P. O.; decrease, 10.41 miles; increase, 21.30 miles.

<sup>19</sup> 4 months this clerk only runs to State line 45.60 miles. Clerk records arrival and departure at Greenwood Lake by slips.  
<sup>20</sup> Cars and clerk shown on route 6062. Clerk records arrival and departure at Chester by slips.  
<sup>21</sup> Covered by Columbus and Cincinnati R. P. O., 3 miles.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, register to register.		way.	Annual pay June 30, 1884, for transportation.
<i>Hannibal, Mo., and Denison, Tex.</i>	7	575.11	1	11	\$20,853 98
<i>Hannibal and Gilmore, Mo.</i>	7	85.00	1	4	89,389 20
<i>Harrington and Lewes, Del.</i>	2	40.79	1	7	3,063 25
<i>Harrisburgh, Pa., and Baltimore, Md.</i>	2	86.23	1	1	1,287 12
<i>Harrisburgh, Pa., and Martinsburgh, W. Va.<sup>b</sup></i>	2	94.79	1	2	821 83
<i>Hartford and Saybrook, Conn.</i>	1	42.68	1	—	( <sup>c</sup> )
<i>Hartford, Conn., and State Line.</i>	1	67.98	1	12	9,223 68
<i>Hastings and Cologne, Minn.</i>	8	55.88	1	5	2,951 08
<i>Hastings and Kearney, Nebr.</i>	6	39.29	1	7	5,441 25
<i>Havana and Springfield, Ill.</i>	6	48.12	1	10	4,020 12
<i>Hazleton and Sunbury, Pa.</i>	2	52.67	1	4	5,001 75
<i>Helena and Heron, Mont.</i>	8	272.80	1	7	2,335 27
			1	7	496 50
			1	3	1,854 22
<i>Helena and Clarendon, Ark.</i>	7	48.20	1	..	Not fixed.
<i>Hempstead and Austin, Tex.</i>	7	115.22	1	..	Not fixed.
<i>Hendersonville, N. C., and Columbia, S. C.</i>	4	142.38	(	2	2,431 09
			4	6	8,009 15
			6	..	( <sup>m</sup> )
<i>Heron, Mont., and Wallula, Wash.</i>	8	240.50	1	8	2,928 27
<i>Hightstown, N. J., and Philadelphia, Pa.</i>	2	52.17	1	1	2,196 93
<i>Holden, Mo., and Le Roy, Kans.</i>	7	114.00	1	..	9,640 86 <sup>n</sup>
			1	..	0,640 86 <sup>n</sup>
<i>Hood and Columbus, Ga.</i>	4	34.12	1	..	0,640 86 <sup>n</sup>
<i>Horicon and Portage, Wis.</i>	6	48.37	1	..	0,640 86 <sup>n</sup>

<sup>1</sup> 1 car in reserve.<sup>2</sup> 1 clerk detailed as chief clerk at Houston, Tex.; 1 clerk detailed transfer service at Hannibal, Mo.; and 1 at Sedalia, Mo.; 1 clerk performing service on this line detailed from Quincy and Kansas City R. P. O.<sup>3</sup> Mail apartment service between Sedalia, Mo., and Parsons, Kans., 159.49 miles, in addition to full car service between Hannibal and Denison.<sup>4</sup> Balance of route, 55.21 miles, covered by Georgetown and Franklin City R. P. O.<sup>5</sup> Cars and clerks shown on route 9506.<sup>6</sup> 84.60 miles covered by Williamsport and Baltimore R. P. O.<sup>7</sup> 2 reserve cars.<sup>8</sup> Double daily service, Sundays excepted.<sup>9</sup> 1 reserve car.<sup>10</sup> Balance of route covered by closed pouch-service between Saybrook and Saybrook Point, 1.83 miles.<sup>11</sup> Balance of route covered in second division between State Line and Millerton, 2 miles.<sup>12</sup> 6 round trips each train, as Hartford and Mil-

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
\$3,565 75	July 1, 1883	151	22	152	23	7	104,456	16	50 7	9 3	8	2	24
10,786 50	July 1, 1883	151	22	152	23	7	816,525						
	July 1, 1883	153	22	154	22	7	116,746	2	22 2	9 2	3	2	
	July 1, 1883	1	10½	2	12	6	53,643	2	12 0	8 0	2	1	2
	July 1, 1881	3	14	1	17	6	15,685	1	9 0	6 6	1	1	1
	July 1, 1881	3	16	1	19	6	9,851	(5)			(5)		
		12	25	11	24	6	53,974	73	15 0	8 7	2	1	2
	July 1, 1881	1	23	8	24	6	59,339	1	18 0	8 0	1	1	3
		3	22	4	28	6	59,339	2	16 0	8 0	2	1	
288 00	July 1, 1881	3	26.13	8	26.68	6	27,344	1	11	7 0	2	1	2
	July 1, 1881	11	29.82	6	25.35	6	27,344	1	10 0	6 9			
	July 1, 1881	13	24.02	10	28.21	6	44,025	1	12 9	6 9	2	1	2
		5	28.02	16	24.60	6	(12) 44,025	1	13 10	6 9			
	July 1, 1883	17	19	18	19	6	34,981	1	10 4	6 11	1	1	1
	Apr. 1, 1884	1	18	2	18	7	28,760	1	12 0	7 2	1	1	1
	July 1, 1883	201	22	202	22	6	30,110	1	8 6	7 0	1	1	1
	July 1, 1881	70	30	3	30	6	5,657	1	13 6	9 5½	1	1	1
	July 1, 1881	7	23	14	22	6	27,315	1	10 0	6 6	1	1	1
		1	18.88	2	18.25	7	91,295	172	9 0	6 8			
		1	18.88	2	18.25	7	109,127	196	24 0	9 0	4	1	4
	Mar. 1, 1883	1	8	2	8	6	30,174	1	10 8	6 0	1	1	1
	July 1, 1882	21	16½	22	16½	7	84,341	2	14 0	8 10	2	1	2
		53	25	52	25	6	14,711						
	July 1, 1880	53	17	52	16		42,882	1	6 11	6 8	3	1	3
	July 1, 1880	(21)	14	(21)	14		32,150	1	6 6	8 6			
		1	19.96	2	13.50	7	197,274	(22)	24 0	9 0	4	1	4
	July 1, 1880	371	22	352	24	6	32,659	1	8 6	6 6	1	1	1
	July 1, 1883	115	20	116	16	7	39,133						
	July 1, 1882	115	24	116	20	7	44,798	1	20 6	7 5	2	1	2
	July 1, 1880	1	18	2	18	6	21,359	1	25 10	5 3	1	1	1
	July 1, 1883	33	22	34	22	6	30,280	1	16 4	7 10	1	1	1

lerton R. P. O. 70.71 miles, 270 days, and 6 round trips each train as Hartford State Line R. P. O., 67.93 miles, 43 days, reported last year as Hartford and Millerton R. P. O.

<sup>13</sup> Reserve car.

<sup>14</sup> Balance of route (256.40 miles) covered by Minneapolis, Minn., and Aberdeen, Dak., R. P. O., and between Aberdeen and Ipswich, Dak. (26.33, miles) by closed pouches. See Table C.

<sup>15</sup> Balance of route covered by Omaha and McCook, Nebr., R. P. O. (147.50 miles), and between Plattsmouth and Oropolis, Nebr. (4.61 miles), by closed pouches. See Table C. Service on this line was established this year.

<sup>16</sup> Balance of route, 15.90 miles, covered by Easton and Hazleton R. P. O.

<sup>17</sup> Reserve cars.

<sup>18</sup> For balance of route see St. Paul and Bismarck R. P. O.

<sup>19</sup> These cars run through from Portland, Oreg., to St. Paul, Minn. 1 reserve car.

<sup>20</sup> Distance shown in Columbia and Walhalla R. P. O., both R. P. O's using same track between Columbia, and Alston, S. C.

<sup>21</sup> No train numbers.

<sup>22</sup> No pay fixed on 36.50 miles.

<sup>23</sup> See Helena and Heron R. P. O. for cars on line.



TABLE A\*.—Statement of railway post-offices in operation

					Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						Pounds.	
Hornellsville and Buffalo, N. Y.	2	91.69	Buffalo, Hornellsville, N. Y. (Buff. Div., N. Y., L. E. and W.).	8008	92.72	2,796	\$14,686 44
Houston and Del Rio, Tex. <sup>2</sup>	7	290.28	Houston, San Antonio, Tex. (G. H. and S. A.).	31002	218.01	1,276	21,064 12
			San Antonio, Del Rio, Tex. (G. H. and S. A.).	31039 (part)	171.13 <sup>4</sup>	1,247	9,190 49
Houston and Galveston, Tex. <sup>3</sup>	7	50.90	Houston, Galveston, Tex. (G. H. and H.).	31001	50.90	2,905	7,180 97
Houston and San Antonio, Tex. <sup>3</sup>	7						
Howard City and Detroit, Mich. <sup>5</sup>	9	161.22	Howard City, Detroit, Mich. (Det., Lan. and Nor.).	24017	160.72	1,966	20,337 50
Hudson and Des Moines, Iowa. <sup>10</sup>	6	96.97	Hudson, Des Moines, Iowa (Wis., Iowa and Nebr.).	27056 (part)	96.99	163	4,143 76
Humeston and Shenandoah, Iowa.	6	113.91	Humeston, Shenandoah, Iowa (Hum. and Shen.).	27067	113.31	338	5,910 25
Huntington, W. Va., and Lexington, Ky. <sup>11</sup>	5	140.94	Huntington, W. Va., Lexington, Ky. (Ches. and Ohio).	20016	140.94	952	11,689 56
Huntingdon, Pa., and Cumberland, Md.	2	90.69	Huntingdon, Mount Dallas Station, Pa. (Hunt. and B. T.).	8034	45.15	756	3,358 70
			Mount Dallas Station, Pa., Cumberland, Md. (Bedford Div., Penna.).	8072	45.29	404	2,594 66
Indiana and Branch Junction, Pa. <sup>14</sup>	3	19.20	Indiana, Branch Junction, Pa. (W. P. Div., Penna.).	8042	19.14	521	1,348 71
Indianapolis, Ind., and Decatur, Ill.	6	152.50	Indianapolis, Ind., Decatur, Ill. (Ind., Bloom. and West.).	23055	153.89	660	10,282 02
Indianapolis, Ind., and Louisville, Ky. <sup>12</sup>	5	111.21	Indianapolis, New Albany, Ind. (Jeff., Mad. and Ind.).	22007	114.77	2,859	17,879 35
Indianapolis and Madison, Ind.	5	96.51	Indianapolis, Columbus, Ind. (Jeff., Mad. and Ind.).	22007 (part)	( <sup>13</sup> )	.....	( <sup>13</sup> )
			Columbus, Madison, Ind. (Jeff., Mad. and Ind.).	22008 (part)	( <sup>13</sup> )	.....	( <sup>13</sup> )
Indianapolis, Ind., and Peoria, Ill.	5	212.41	Indianapolis, Ind., Peoria, Ill. (Ind., Bloom. and West.).	22018	213.02	1,672	24,224 63
Indianapolis, Ind., and Saint Louis, Mo.	5	268.00	Indianapolis, Terre Haute, Ind. (Ind. and St. Louis).	22025	72.45	1,220	6,813 92
			Terre Haute, Ind., East Saint Louis, Ill. (Ind. and St. Louis).	22043	188.88	1,222	15,584 37
Indianapolis and Terre Haute, Ind.	5	73.16	Indianapolis, Terre Haute, Ind. (T. Haute and Ind.).	22002	( <sup>14</sup> )	.....	( <sup>14</sup> )
Indianapolis, Ind., Vandalia, Ill., and Saint Louis, Mo.	5	241.68	Indianapolis, Terre Haute, Ind. (T. Haute and Ind.).	22002	( <sup>14</sup> )	.....	( <sup>14</sup> )
			Terre Haute, Ind., East Saint Louis, Ill. (St. L., Van. and Terre Haute).	22044	( <sup>14</sup> )	.....	( <sup>14</sup> )
Indianapolis and Vincennes, Ind.	5	116.70	Indianapolis, Vincennes, Ind. (Ind. and Vin.).	22001	118.00	■	7,465 80
Indianola and Chariton, Iowa.	6	33.74	Indianola, Chariton, Iowa, (Chi., Burl. and Q'cy).	27042	33.71	269	1,586 39

\* Three clerks transfer duty at Buffalo, N. Y.

<sup>2</sup> Reserve car.<sup>3</sup> This line is divided at San Antonio, Tex., into Houston and San Antonio R. P. O., 218.01 miles, and San Antonio and Del Rio R. P. O., 172.22 miles.<sup>4</sup> 463.15 miles of route, 31039 covered by closed pouch service between Del Rio and El Paso, Tex. See Table C.<sup>5</sup> No pay fixed on 76.01 miles.<sup>6</sup> Double daily service on this line.<sup>7</sup> Second car on this line shown in Denison, Troup, and Houston R. P. O.<sup>8</sup> See Houston and Del Rio R. P. O.<sup>9</sup> In connection with Big Rapids and Detroit R. P. O. gives double service between Ionia and Detroit, Mich. (122.73 miles), daily, except Sunday.<sup>10</sup> Service on this line was established this year.<sup>11</sup> Clerks run through between Huntington and Cincinnati, running over Cincinnati and Richmond R. P. O.<sup>12</sup> One reserve car.<sup>13</sup> Cars and clerks shown on route 8034.<sup>14</sup> Double daily service, Sundays excepted.<sup>15</sup> One clerk detailed to La Fayette, Ind., and Quincy, Ill., R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
.....	July 1, 1881	7	30	8	32	6	57,398	2	15 0	10 2	2	1	15
.....	July 1, 1882	20	20	19	22	7	159,583	1	12 6	9 11			
.....	July 1, 1882	20	20	19	23	7	125,065	2	16 6½	9 0	6	1	6
.....	July 1, 1882	20	20	19	23	7	125,065	2	14 0	9 1			
.....	July 1, 1882	20	20	19	23	7	125,065	1	12 4	9 1½			
.....	July 1, 1882	20	20	19	23	7	125,065	1	19 5	8 10½			
.....	July 1, 1882	451	25½	500	25	7	37,359	1	15 0	9 0	1	1	2
.....	.....	453	25	454	24	7	37,359	.....	.....	.....	1	1	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Apr. 4, 1883	10	24.70	1	27.93	6	100,923	1	15 0	9 0	2	1	2
.....	Feb. 25, 1884	4	20	1	19	6	60,703	2	15 6	8 9	1	1	1
.....	July 1, 1883	3	20	4	19	6	71,307	2	23 0	9 0	2	1	2
.....	Aug. 1, 1883	1	20.14	6	20.11	6	88,228	2	20 8	9 0	2	1	2
.....	July 1, 1881	1	22	2	23	6	28,258	12	12 0	8 5	2	1	2
.....	July 1, 1881	1	22	2	22	6	28,514	(12)	.....	.....	(12)		
.....	July 1, 1881	34	19	33	19	12	24,039	1	11 2	8 0	1	1	1
.....	July 1, 1883	36	19	35	19								
.....	July 1, 1883	21	23	22	25	6	95,465	1	20 4	9 1	2	1	123
.....	.....	.....	.....	.....	.....	.....	.....	1	22 4	9 1			
.....	July 1, 1880	2	32.61	7	34.21	126	69,617	161	19 8	8 7½	2	1	195
.....	.....	10	34.21	1	36.10	207	81,405	3	19 0	9 0	2	1	
.....	.....	102	22.39	101	27.32	6	25,040	.....	.....	.....	1	1	1
.....	.....	102	23.83	101	20.23	.....	29,115	1	19 0	9 0	1	1	
.....	July 1, 1880	1	24.52	2	24.75	6	132,969	3	20 0	8 6	4	1	226
\$1,811 25	July 1, 1880	9	24.35	8	26.60	6	45,354	3	40 0	9 0	4	2	8
4,749 75	.....	9	22.06	8	23.17	6	118,934						
.....	.....	3	24.38	8	24.38	6	45,798	1	16 0	9 2	1	1	(28)
.....	.....	5	26.01	6	33.05	6	45,798	2	16 0	9 2	4	1	(28)
.....	.....	5	26.84	6	30.81	6	105,118						
.....	July 1, 1880	7	25.48	2	25.93	6	73,054	2	20 0	9 0	2	1	2
.....	July 1, 1883	52	17	51	22	6	21,121	1	11 8	8 10	1	1	1

<sup>16</sup> Reserve.

<sup>17</sup> Closed pouch service Prison Station to New Albany, Ind. Clerks run to Louisville, Ky.

<sup>18</sup> Day line 6 times per week.

<sup>19</sup> Helper Indianapolis to Columbus.

<sup>20</sup> Night line 7 times per week.

<sup>21</sup> Covered by Indianapolis and Louisville R. P. O., 40 miles.

<sup>22</sup> Covered by Cambridge City and Madison R. P. O., 45.90 miles.

<sup>23</sup> 2 Helpers Indianapolis and Urbana.

<sup>24</sup> See Pittsburgh and Saint Louis R. P. O.

<sup>25</sup> This clerk holds his appointment on Pittsburgh and Saint Louis R. P. O. Clerk records arrival and departure at depot, Terre Haute, but goes to post-office with mail and registered matter.

<sup>26</sup> These clerks hold appointment on Pittsburgh and Saint Louis R. P. O. Clerks record arrival and departure at depot, Saint Louis, but go to post-office for mail and registers.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Irvine and Oil City, Pa. ....	2	50.31	Irvine, Oil City, Pa. (River Div. Buff., N. Y. & Phila.).	8025 (part)	149.52	474	\$3,048 44
Ishpeming, Mich., and Fort Howard, Wis.	6	179.50	Ishpeming, Mich., Fort Howard, Wis. (Chl. and No. West.).	24031	179.45	2,074	18,535 39
Ithaca and Owego, N. Y. ...	2	35.00	Ithaca, Owego, N. Y. (Cayuga Div. Del., Lack. and W.).	6042	34.13	537	2,217 76
Jackson and Adrian, Mich.	9	47.55	Jackson, Adrian, Mich. (L. S. and M. S.).	24003	47.41	1,031	4,094 33
Jackson, Hillsdale, Mich., and Fort Wayne, Ind.	9	99.26	Jackson, Mich., Fort Wayne, Ind. (L. S. and M. S.).	24029	96.74	531	6,286 17
Jackson and Natchez, Miss.	4	99.55	Jackson, Natchez, Miss. (N. J. and C.).	18010	98.83	249	6,675 96
Jacksonville and Pensacola, Fla.	4	369.02	Jacksonville, Lake City, Fla. (Fla. Cent. and W.).	16006	60.32	2,167	6,271 47
			Lake City, Chattahoochee, Fla. (Fla. Cent. and W.).	16002	155.87	800	9,595 85
			River Junction (n. o.), Pensacola, Fla. (P. and A.).	16015	163.00	1,070	11,484 96
Jacksonville and Centralia, Ill. <sup>6</sup>	6	112.60	Jacksonville, Centralia, Ill. (Jack. and So. East.).	23046	112.05	312	5,652 92
Jasper and Evansville, Ind.	5	55.63	Jasper, Evansville, Ind. Lou., Evans. and St. L.).	22032	55.63	147	2,758 69
Jefferson and McKinney, Tex.	7	155.68	Jefferson, McKinney, Tex. (Mo. Pac.).	31013	152.54	304	7,584 45
Jefferson City and Aurora Springs, Mo.	7	37.46	Jefferson City, Aurora Springs, Mo. (Mo. Pac.).	28047	37.46	202	1,601 41
Jewell and Des Moines, Iowa	6	60.02	Jewell, Des Moines, Iowa (Chi. and No. West.).	27030	59.93	760	4,509 13
Jewell and Lake City, Iowa.	6	58.74	Jewell, Lake City, Iowa (Chi. and No. West.).	27066	58.69	299	2,110 44
Johnstown and Rockwood, Pa.	2	45.71	Johnstown, Rockwood, Pa. (S. C. Broh. Balto. and Ohio).	8070	45.37	166	1,939 56
Junction City and Parsons, Kans.	7	157.86	Junction City, Parsons, Kans. (Mo. Pac.).	33009	157.86	826	9,826 78
Kalamazoo and South Haven, Mich.	9	40.20	Kalamazoo, South Haven, Mich. (Mich. Cent.).	24007	40.18	223	1,752 24
Kane and Callery, Pa. <sup>8</sup> ....	2	126.85	Kane, Foxburgh, Pa. (No. Div. Pitta. and Westn.).	8112	82.20	490	4,233 51
			Foxburgh, Callery, Pa. (No. Div. Pitta. and Westn.).	8086	43.58	507	2,794 78
Kankakee and Kankakee Junction, Ill.	6	71.52	Kankakee, Kempton, Ill. (Illinois Central).	23062 <sup>10</sup> (part)	28.17	187	1,204 26
			Kempton, Kankakee Junction (n. o.), Ill. (Illinois Central).	23064	43.04	170	1,839 96
Kankakee and Seneca, Ill. ...	6	43.30	Kankakee, Seneca, Ill. (Kank. and Seneca).	23069	43.51	107	1,860 05
Kansas City, Mo., and Atchison, Kans. <sup>11</sup>	7	.....	.....	.....	.....	.....	.....
Kansas City, Mo., and Albuquerque, N. Mex. <sup>12</sup>	7	918.50	Kansas City, Mo., Topeka, Kans. (A. T. and S. F.).	33016 (part)	( <sup>12</sup> )	.....	( <sup>12</sup> )
			Topeka, Kans., La Junta, Colo. (A. T. and S. F.).	33010 (part)	( <sup>12</sup> )	.....	( <sup>12</sup> )
			La Junta, Colo., Albuquerque, N. Mex. (A. T. and S. F.).	38006 <sup>10</sup>	347.00	2373	53,403 30

<sup>1</sup> 45.41 miles covered by Buffalo and Pittsburgh R. P. O.  
Reserve cars.  
<sup>2</sup> Whole cars.  
<sup>3</sup> 1 helper between Fort Howard, Wis., and Menominee, Mich., 51 miles.  
Reserve car.  
<sup>6</sup> This line was reported last year as Jacksonville and Smithborough, Ill., R. P. O. Increased distance run this year, 28.80 miles.

<sup>7</sup> Reserve.  
<sup>8</sup> Formerly Sheffield Junction and Foxburgh R. P. O., and Foxburgh and Callery Junction R. P. O., extended to Kane. Increased distance, 17.90 miles.  
<sup>9</sup> Cars and clerks shown on route 8112.  
<sup>10</sup> Balance of route (58.96 miles) covered by Kempton and Bloomington, Ill., R. P. O.  
<sup>11</sup> See Saint Louis and Atchison R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft.	In.			
.....	July 1, 1881	29	25	28	25	6	31,495	1 <sup>25</sup>	14 0	8 6	1	1	1
.....	July 1, 1883	2	22	1	20	7	131,394	2 <sup>2</sup>	36 0	9 6	3	1	4
.....	July 1, 1881	4	21	3	20	6	21,910	1 <sup>51</sup>	7 9 7 7	6 6 6 4	1	1	1
.....	Apr. 4, 1883	115	27.60	116	25.09	6	29,766	1	11 2	8 10	1	1	1
.....	Apr. 4, 1883	156	25.00	157	25.00	6	62,136	1	16 10	9 0	1	1	1
.....	July 1, 1880	2	16	1	16	7	72,761	1 <sup>1</sup>	15 7 11 0	8 10 7 6	2	1	2
.....	July 1, 1880	1	29	2	29	7	44,033	2 <sup>1</sup>	13 4 13 0	6 6 8 3	6	1	6
.....	July 1, 1880	1	21	2	20	7	106,862	1 <sup>51</sup>	12 10 12 9	6 10 8 1			
.....	Apr. 2, 1883	1	27	2	29	7	118,990						
.....	Mar. 19, 1884	3	22	2	20	6	70,487	1 <sup>71</sup>	12 0 9 9	7 4 6 6	2	1	2
.....	July 1, 1880	9	19.65	12	18.06	6	34,824	2	14 0	7 6	1	1	1
.....	Aug. 1, 1882	142	14	141	14	6	97,456	2 <sup>1</sup>	12 6 13 6	5 8 5 6	3	1	3
.....	Feb. 8, 1882	93	13	94	13	6	23,350	1	10 5	7 5	1	1	1
.....	July 1, 1883	56	18	53	20	6	37,572	1	12 3	7 4	1	1	1
.....	July 1, 1883	23	14	24	12	6	36,771	1	12 2	7 5	1	1	1
.....	July 1, 1881	92	20	93	21	6	28,615	1	18 0	8 6	1	1	1
.....	July 1, 1882	174	19	173	19	7	115,554	2	20 6	7 5	3	1	3
.....	April 4, 1883	121	14.81	122	10.08	6	25,165	1	12 7	6 6	1	1	1
.....	July 1, 1881	17	18	18	19	6	51,527	1 <sup>23</sup>	10 0 10 0	5 1 6 0	2	1	2
.....	Sept. 4, 1883	17	18	18	17	6	27,881	( <sup>2</sup> )			( <sup>2</sup> )		
.....	July 1, 1883	1	24	2	24	6	17,634	}	14 0	7 0	1	1	1
.....	July 1, 1883	1	24	2	24	6	27,137						
.....	July 1, 1883	23	11	24	11	6	27,106	1	15 0	7 2½	1	1	1
.....	.....	1	22	2	22	7	48,476	}	21 3	9 4	9	2	1419
.....	.....	1	25	2	25	7	369,862						
.....	July 1, 1881	1	20½	2	19	7	254,004						

<sup>12</sup> Reported last year as Kansas City and Deming R.P.O. Decreased distance, 229.99 miles.  
<sup>13</sup> Distance on route 33016 (entire route) covered by Kansas City and Pueblo R. P. O.  
<sup>14</sup> One clerk detailed to transfer service, Kansas City, Mo.

<sup>15</sup> 505 miles distance on route 33010 covered by Kansas City and Pueblo R. P. O.  
<sup>16</sup> 178.30 miles of route 38006, between Albuquerque and Rincon, covered by Albuquerque and El Paso R. P. O.; and 53.41 miles, between Rincon and Deming, N. Mex., covered by closed pouch service. See Table C.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
<i>Kansas City, Mo., and Denver, Colo.</i> <sup>1</sup>	7	639.82	Kansas City, Mo., Denver, Colo. (U. P.).	33001	639.82	5,804	\$114,879 68
<i>Kansas City, Mo., and Harper, Kans.</i> <sup>4</sup>	7	304.80	Kansas City, Mo., Waseca Junction, Kans. (A., T. and S. F.).	33016 (part)	( <sup>8</sup> )	.....	( <sup>8</sup> )
			Waseca Junction, Ottawa, Kans. (Southern Kans.).	33006	46.63	2,150	6,060 03
			Ottawa, Cherry Vale, Kans. (Southern Kans.).	33004 (part)	98.00	1,189	7,306 88
			Cherry Vale, Wellington, Kans. (Southern Kans.).	33005 (part)	113.60 <sup>7</sup>	930	9,324 29
			Wellington, Harper, Kans. (Southern Kans.).	33035	35.89	221	1,565 16
<i>Kansas City, Mo., and Independence, Kans.</i> <sup>2</sup>	7	.....	.....	.....	.....	.....	.....
<i>Kansas City, Mo., and Memphis, Tenn.</i> <sup>9</sup>	7	488.80	Kansas City, Mo., Fort Scott, Kans. (K. C., Ft. S. and G.).	33008 (part)	99.00 <sup>10</sup>	1532	10,665 27
			Fort Scott, Kans., Springfield, Mo. (K. C., Ft. S. and G.).	28036	103.72	974	11,883 20
			Springfield, Mo., Memphis, Tenn. (K. C., S. and M.).	28017	286.63	710	20,832 26
<i>Kansas City, Pleasant Hill and Joplin, Mo.</i>	7	168.07	Kansas City, Pleasant Hill, Mo. (Mo. Pac.).	28001 (part)	( <sup>11</sup> )	.....	( <sup>11</sup> )
			Pleasant Hill, Joplin, Mo. (Mo. Pac.).	28040	133.70	879	10,631 82
<i>Kansas City, Mo., Pueblo, Colo.</i> <sup>14</sup>	7	636.24	Kansas City, Mo., Topeka, Kans. (A., T. and S. F.).	33016 <sup>5</sup> (part)	67.58	12,865	17,525 70
			Topeka, Kans., South Pueblo, Colo. (A., T. & S. F.).	33010	569.87 <sup>17</sup>	10,117	104,282 84
<i>Kansas City and Springfield, Mo.</i> <sup>15</sup>	7	.....	.....	.....	.....	.....	.....
<i>Keene, N. H., and Springfield, Mass.</i>	1	74.51	Keene, N. H., South Vernon, Vt. (Conn. Riv. R. R.).	3056	24.32	407	1,393 29
			South Vernon, Vt., Springfield, Mass. (Conn. Riv. R. R.).	3057	( <sup>16</sup> )	.....	( <sup>16</sup> )
<i>Kempton and Bloomington, Ill.</i> <sup>22</sup>	6	57.77	Kempton, Bloomington, Ill. (Illinois Central).	23062 <sup>23</sup> (part)	58.96	183	2,520 54
<i>Kenosha, Wis., and Rockford, Ill.</i>	6	73.42	Kenosha, Wis., Rockford, Ill. (Chi. & No. West.).	25011	72.40	2,256	9,532 90
<i>Kent and Cincinnati, Ohio.</i>	5	257.62	Kent, Dayton, Ohio (N. Y. P. & O.).	2103 (part)	197.54	1,189	18,410 72
			Dayton, Cincinnati, Ohio, (C., H. and D.).	21026	( <sup>24</sup> )	.....	( <sup>24</sup> )
<i>Keokuk and Centreville, Iowa.</i> <sup>27</sup>	6	90.50	Keokuk, Centreville, Iowa (Wab., St. L. and Pac.).	28015 <sup>28</sup> (part)	90.76	382	5,044 55
<i>Keokuk, Iowa, and Clayton, Ill.</i>	6	43.09	Keokuk, Iowa, Clayton, Ill. (Wab., St. L. & Pac.).	23081	43.08	640	3,020 33

<sup>1</sup> Trains 101 and 102 between Kansas City and Denver, and 103 and 104 between Kansas City and Ellis. Double daily service between Kansas City, Mo., and Ellis, Kans., 302 miles.

<sup>2</sup> 1 clerk detailed as chief clerk at large.

<sup>3</sup> Reserve cars.

<sup>4</sup> Trains 3 and 4 run between Kansas City and Harper, and trains 1 and 2 between Kansas City and Independence. Double daily service between Kansas City, Mo., and Independence, Kans., 166.16 miles. Last year there was but single service over the entire line.

<sup>5</sup> Distance on route 33016 (13.40 miles) covered by Kansas City and Pueblo R. P. O.

<sup>7</sup> 27.50 miles of route 33004, between Lawrence and Ottawa, Kans., covered by Lawrence and Burlington R. P. O.; and 16.07 miles, between Cherry Vale and Coffeyville, Kans., covered by closed-pouch service. See Table C<sup>c</sup>.

<sup>7</sup> 17.59 miles of route 33005, between Wellington and Hunnewell, Kans., covered by closed-pouch service. See Table C<sup>c</sup>.

<sup>8</sup> See Kansas City and Harper R. P. O.

<sup>9</sup> Trains 3 and 4 run between Kansas City and Memphis, and trains 1 and 2 between Kansas City and Springfield. Double daily service between Kansas City and Springfield, Mo., 202.67 miles. Reported last year as Springfield and Springfield and Springfield and Fort Scott. Increased distance 244.45 miles.

<sup>10</sup> 76.49 miles of route 33008 covered by Fort Scott and Joplin R. P. O., between Fort Scott, Kans., and Joplin, Mo., and 6.30 miles between Webb City and Joplin, Mo., covered by closed-pouch service. See Table C<sup>c</sup>.

<sup>11</sup> 1 helper on Kansas City and Springfield R. P. O.

<sup>12</sup> 34.50 miles distance on route 28001 covered by Saint Louis and Atchison R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.						
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.									
\$11,781 50	July 1, 1882	101 103	Miles. 29 23	102 104	Miles. 29 23	7 7	678,848 221,064	4 2 1 1 1 2 1	<i>Ft. In.</i> 24 0 24 0 25 2 17 9 22 0 18 6 20 0	<i>Ft. In.</i> 9 4 9 5 9 6 8 10 9 0 8 9 8 0	6 4 4 4 2 2	2 2 1 1	21 6						
.....	.....	3 1	26 25	4 2	26 25	7 6	9,809 8,388	}	20 0	8 0	4 2	1 1	6						
.....	April 1, 1883	3 1	22 22	4 2	22 22	7 6	33,672 28,784												
.....	July 1, 1882	3 1	22 22	4 2	22 22	7 6	71,736 61,348												
.....	July 1, 1882	3 1	20 20	4 2	20 20	7 6	81,816 5,484												
.....	July 1, 1882	3 1	19 20	4 2	19 20	7 6	22,715												
.....	.....	3 1	26 23	4 2	26 21	7 7	72,476 72,476							}	25 0 25 0	9 0½ 9 0½	5 3	1 1	119
.....	Apr. 10, 1883	3 1	26 23	4 2	26 21	7 7	72,476												
.....	Jan. 9, 1884	3 1	23½ 23	4 2	23½ 23	7 7	75,656 75,886	}	18 1½	8 10½									
.....	April 1, 1884	3 1	20 23	4 2	19 23	7 7	209,304												
.....	.....	126	23	125	23	7	25,254	192	20 6	7 5	3	1	8						
.....	July 1, 1883	126	23	125	23	7	97,773	}	49 1½	9 4	7	2	14						
1,689 50	July 1, 1882	23	21	24	21	7	48,476												
14,204 75	July 1, 1882	23	25	24	23	7	417,252												
.....	.....	18	24	23	24	6	15,099	1 191	18 2 18 10	7 0 7 0	1	1	1						
.....	.....	15	(21)	23	( 1)	6	33,140	}	15 0	7 2½	1	1	1						
.....	Oct. 1, 1884	7	11	12	25	6	36,909												
.....	Apr. 1, 1884	71	12	70	13	6	45,961												
.....	July 1, 1880	1	24.93	4	31.81	6	123,829												
.....	.....	1	27.96	4	24.65	6	87,816												
.....	July 1, 1882	3	14	2	15	6	56,653												
.....	July 1, 1883	402	21	403	21	6	26,974												

<sup>12</sup> 1 car in shops.  
<sup>14</sup> Trains 3 and 4 between Kansas City and Topeka, and 23 and 24 between Topeka and South Pueblo.  
<sup>15</sup> Kansas City and Albuquerque R. P. O.; also runs over route 33016 between Kansas City and Topeka, and 305 miles of route 33010 between Topeka and La Junta. Kansas City and Harper R. P. O. also runs over 13.40 miles of route 33016 between Kansas City and Waseca Junction.  
<sup>16</sup> 2 cars in reserve.  
<sup>17</sup> 50.63 miles of route 33010 covered by Atchison and Topeka R. P. O.  
<sup>18</sup> See Kansas City and Memphis R. P. O.  
<sup>19</sup> Reserve car.  
<sup>20</sup> Covered by Newport and Springfield R. P. O.  
<sup>21</sup> Shown in column 13 White River Junction and Springfield R. P. O. This clerk runs between

West Northfield (n. o.) and Springfield, Mass., as assistant to White River Junction and Springfield clerk.  
<sup>22</sup> Service on this line was established this year.  
<sup>23</sup> Balance of route (28.17 miles) covered by Kankakee and Kankakee Junction, Ill., R. P. O.  
<sup>24</sup> Shown on Chicago and Winona R. P. O.  
<sup>25</sup> Balance of route covered by Salamanca and Kent R. P. O.  
<sup>26</sup> Covered by Toledo and Cincinnati R. P. O., 60 miles; no local work done between Dayton and Cincinnati; clerks run between Dayton and Cincinnati with Toledo and Cincinnati R. P. O.  
<sup>27</sup> This line was reported last year as Keokuk and Albia, Iowa, R. P. O. Decrease in distance run this year, 27.63 miles.  
<sup>28</sup> Balance of route (41.34 miles) covered by Centreville and Humeston, Iowa, R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Kingston and Goshen, N. Y.	2	44.23	Kingston, Montgomery, N. Y. (Walkill Valley).	6083	35.71	347	\$1,892 98
			Montgomery, Goshen, N. Y. (Montg. Brch. N. Y., L. E. and Westn.).	6009	10.65	501	682 98
Knobel and Helena, Ark...	7	140.52	Knobel, Forest City, Ark. (St. L., I. M. & S.).	29012	97.02	329	5,007 89
			Forest City, Helena, Ark. (St. L., I. M. & So.).	29008	43.90	63	1,876 72
Knoxville and Maryville Tenn.	5	18.45	Knoxville, Maryville, Tenn. (Knox & Augusta).	19014	18.45	93	788 73
La Crosse, Wis., and Dubuque, Iowa.	6	122.47	La Crosse, Wis., Dubuque, Iowa (Chi., Mil. and St. Paul).	27012 <sup>5</sup> (part)	121.47	2,442	16,306 13
La Crosse, Wis., and Mankato, Minn. <sup>7</sup>	6	188.80	La Crosse, Wis., Wells, Minn. (Chi., Mil. and St. Paul).	26023 (part)	( <sup>8</sup> )	.....	( <sup>8</sup> )
			Wells, Mankato, Minn. (Chi., Mil. and St. Paul).	26024	38.18	240	1,730 32
La Crosse, Wis., and Woonsocket, Dak. <sup>9</sup>	6	400.45	La Crosse, Wis., Flandreau, Dak. (Chi., Mil. and St. Paul).	26023	311.84	1,580	27,714 64
			Flandreau, Egan, Dak. (Chi., Mil. and St. Paul).	35007 <sup>10</sup> (part)	4.40	948	364 98
			Egan, Woonsocket, Dak. (Chi., Mil. and St. Paul).	35008	84.50	738	6,213 28
La Fayette, Ind., and Quincy, Ill.	6	271.00	La Fayette, Ind., Quincy, Ill. (Wab. St. L. and Pac.).	21019 <sup>11</sup> (part)	271.44	6,975	51,986 19
Lake Crystal, Minn., and Eagle Grove, Iowa. <sup>12</sup>	6	110.48	Lake Crystal, Elmore, Minn. (Chi., St. P., Minn. and O.).	26029	44.20	234	1,965 13
			Elmore, Minn., Eagle Grove, Iowa (Chi. and No. West.).	27052 <sup>14</sup> (part)	66.30	788	5,045 43
Lake Geneva, Wis., and Elgin, Ill.	6	44.15	Lake Geneva, Wis., Elgin, Ill. (Chi. and No. West.).	23004	44.13	218	1,924 50
Lake Station, Ind., and Joliet, Ill.	6	45.68	Lake Station, Ind., Joliet, Ill. (Mich. Central).	23022	45.67	70	1,952 39
Lancaster, N. H., and Boston, Mass.	1	208.63	Lancaster, N. H., Wells River, Vt. (Bos., Conn., and Mont.).	1006 <sup>15</sup> (part)	43.03	1,464	4,525 46
			Wells River, Vt., Concord, N. H. (Bos., Conn. and Mont.).	1005	( <sup>16</sup> )	.....	( <sup>16</sup> )
			Concord, Manchester, N. H. (Concord).	1001 <sup>17</sup> (part)	( <sup>18</sup> )	.....	( <sup>18</sup> )
			Manchester, N. H., Lawrence, Mass. (Man. and Law.).	3063	27.06	2,549	3,678 80
			Lawrence, Boston, Mass. (Bos. and Maine).	3011 <sup>19</sup> (part)	( <sup>20</sup> )	.....	( <sup>20</sup> )
Lancaster, Pa., and Frederick, Md.	2	81.67	Lancaster, Columbia, Pa. (Penna.).	8027 <sup>21</sup> (part)	12.15	595	903 84
			Columbia, Pa., Frederick, Md. (P. and F. Div., Penna.).	8032	69.52	312	3,507 28
Lanes and Sumter, S. C. ....	4	40.53	Lanes, Sumter, S. C. (Cent. of S. C.).	14015	40.00	111	1,710 00

<sup>1</sup> Reserve cars.<sup>2</sup> Cars and clerks shown on route 6083.<sup>3</sup> In shops.<sup>4</sup> R. P. O. discontinued January 22, 1884.<sup>5</sup> Balance of route covered by Chicago, Ill., McGregor, Iowa, and St. Paul, Minn. R. P. O. (43.50 miles), and between Sabula and Clinton, Iowa (16.27 miles), by closed pouches. See Table C<sup>a</sup>.<sup>6</sup> Reserve.<sup>7</sup> This line was reported last year as Mankato and Wells, Minn., R. P. O. Increased distance run this year, 147.99 miles.<sup>8</sup> Distance (150.30 miles) covered by La Crosse, Wis., and Woonsocket, Dak., R. P. O.<sup>9</sup> This line was reported last year as La Crosse, Wis., and Sioux Falls, Dak., R. P. O. Increased distance run this year, 49.53 miles.<sup>10</sup> Balance of route Egan and Sioux Falls, Dak. (34.77 miles), covered by closed pouches. See Table C<sup>a</sup>.<sup>11</sup> Balance of route (203.10 miles) covered by Toledo, Ohio, and La Fayette, Ind., R. P. O.<sup>12</sup> One clerk detailed to this line from Indianapolis, Ind., and Decatur, Ill., R. P. O. One clerk detailed as chief clerk R. M. S., Quincy, Ill.; one clerk detailed to clerical duty at office Supt. R. M. S., Chicago, Ill.; one clerk detailed to transfer duty at Quincy, Ill., and



in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.		
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.					
			Miles.		Miles.				Ft.	In.	Ft.	In.			
.....	July 1, 1881	2	25	3	20	6	21,151	1 12	18 0	9 0	1	1	1		
.....	July 1, 1881	2	25	3	18	6	6,537	( <sup>2</sup> )	18 0	9 0	( <sup>2</sup> )				
.....	Nov. 1, 1882	687	17	688	17	7	70,946	1	14 9	8 10	3	1	3		
.....	July 1, 1882	687	17	688	17	7	31,915	1 21	14 5	9 10					
.....	July 1, 1880	.....	.....	.....	.....	6	6,494	.....	25 6	8 10	1	1	( <sup>4</sup> )		
.....	July 1, 1883	6	20	5	20	6	76,666	2 1	20 0	9 4	2	1	2		
.....	.....	1	19	2	19	6	94,088	1	17 3	7 7	2	1	2		
.....	July 1, 1883	1	19	2	23	6	24,101	1	16 9	7 5					
.....	July 1, 1883	3	21	4	21	6	195,099	2	22 0	9 3	6	1	6		
.....	Mar. 1, 1882	3	20	4	16	6	2,754	1	21 0	8 11					
.....	Apr. 16, 1884	3	24	4	24	6	52,829								
\$10,857 60	July 1, 1880	45	21	44	25	6	169,646	2	50 0	9 6	4	3	<sup>12</sup> 16		
.....	July 1, 1883	11	25	12	25	6	27,669	1	11 9	9 4	2	1	2		
.....	July 1, 1883	11	22	12	24	6	41,491	1	24 0	9 3					
.....	July 1, 1883	20	23	19	24	6	27,638	1	10 8	7 7	1	1	1		
.....	July 1, 1883	141	25	144	25	6	28,596	1 1	11 8	7 2	1	1	1		
.....	July 1, 1881	54	23.34	9	18.34	6	26,855	2 1	11 1	7 0	4	2	8		
								1	28 0	9 6					
( <sup>10</sup> )	.....	54	19.01	9	19.01	6	58,756	2	16 8	6 10	}				
.....	.....	54	19.63	9	21.60	6	11,337		17 0	6 9					
.....	July 1, 1881	54	18.79	9	22.93	6	16,846								
.....	.....	54	26.12	9	26.12	6	16,808								
.....	July 1, 1881	85	18	82	22	6	7,675	1	15 0	8 6	2	1	2		
.....	July 1, 1881	85	14	82	17	6	43,451	( <sup>22</sup> )	.....	.....	( <sup>22</sup> )				
.....	July 1, 1880	43	27	42	28	6	25,372	1	13 0	8 4	1	1	1		

one clerk detailed to transfer duty at Decatur, Ill.; one clerk detailed to register transfer duty at Chicago, Ill.

<sup>12</sup> This line was reported last year as Lake Crystal, Minn., and Elmore, Minn., R. P. O., which has been extended to Eagle Grove, Iowa, covering a portion of former Tama City and Algonia, Iowa, R. P. O. Increased distance run this year, 32.60 miles.

<sup>14</sup> Balance of route (98.40 miles) covered by Tama City and Hawarden, Iowa, R. P. O.

<sup>16</sup> Covered by closed pouch service between Grove-ton and Lancaster, 10.68 miles. See Table C.

<sup>18</sup> Covered by Richford and Concord R. P. O.

<sup>17</sup> Balance of route covered by St. Albans and Bos-ton R. P. O., 18.02 miles.

<sup>18</sup> Covered by St. Albans and Boston R. P. O., 18.26 miles.

<sup>19</sup> Balance of route covered by Portland and Bos-ton R. P. O., 89.33 miles.

<sup>20</sup> Covered by Portland and Bos. R. P. O., 27 miles.

<sup>21</sup> Balance of route (19.49 miles) covered by closed pouch service. See Table C.

<sup>22</sup> Cars and clerks shown on route 8027.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Lansing and Hillsdale, Mich. <sup>1</sup>	9	65.68	Lansing, Jonesville, Mich. (L. S. and M. S.). Jonesville, Hillsdale, Mich. (L. S. and M. S.).	24005 6052 (part)	61.04 ( <sup>2</sup> )	534 .....	\$3,906 37 ( <sup>3</sup> )
Larabee and Clermont, Pa. <sup>3</sup>	2	22.33	Larabee, Clermont, Pa. (Clermont Brch., Buff., N. Y., and Phil.).	8091	22.04	160	942 21
Lawrence and Burlington, Kans. <sup>4</sup>	7	74.40	Lawrence, Ottawa, Kans. (So. Kans.). Ottawa, Burlington, Kans. (So. Kans.).	33004 <sup>5</sup> (part) 33019	27.50 46.95	1,189 456	2,050 40 2,850 33
Lawrence and Carbondale, Kans.	7	32.96	Lawrence, Carbondale, Kas. (U. P.).	33014	32.96	62	1,409 64
Leavenworth and Lawrence, Kans. <sup>7</sup>	7	35.05	Leavenworth, Lawrence, Kans. (U. P.).	33002	35.05	715	2,547 43
Leavenworth and Miltonvale, Kans.	7	166.15	Leavenworth, Miltonvale, Kans. (Kans. C.).	33013	167.91	424	9,762 29
Leavenworth and Topeka, Kans. <sup>4</sup>	7	57.40	Leavenworth, Meriden Junction (L., T. and S. W.). Meriden Junction, Topeka (A., T. and S. F.).	33038 33010 (part)	46.98 ( <sup>10</sup> )	101 .....	2,008 39 ( <sup>10</sup> )
Lebanon and Nashville, Tenn.	5	31.98	Lebanon, Nashville, Tenn. (Nash., Chat. and St. L.).	19001	31.12	292	1,516 78
Lexington and Louisville, Ky.	5	94.49	Lexington, La Grange, Ky. (Lou. and Nash.). La Grange, Louisville, Ky. (Lou. and Nash.).	20003 20004 (part)	67.25 ( <sup>11</sup> )	958 .....	5,577 71 ( <sup>11</sup> )
Lenox and Jackson, Mich. <sup>12</sup>	9	106.68	Lenox, Jackson, Mich. (Gd. Trunk).	24033	106.58	873	9,279 98
Lexington and Saint Joseph, Mo.	7	77.04	Henry, Saint Joseph, Mo. (W., St. L. and P.).	28012	73.43	756	5,463 45
Litchfield and Bethel, Conn.	1	39.03	Litchfield, Hawleyville, Conn. (Shepaug). Hawleyville, Bethel, Conn. (Dan. and Nor.).	5019 5024	32.75 6.54	232 271	1,456 06 307 57
Little Falls and Morris, Minn.	6	88.33	Little Falls, Morris, Minn. (North. Pac.).	26046	88.37	354	4,684 49
Little Rock and Fort Smith, Ark.	7	167.45	Argenta, Fort Smith, Ark. (L. R. and Ft. S.).	29003	167.15	1,156	12,233 70
Little Rock and Warren, Ark.	7	155.03	Little Rock, Trippe, Ark. (L. R., M. R. and T.). Trippe, Warren, Ark. (L. R., M. R. and T.).	29007 (part) 29004	1065.9 <sup>13</sup> 49.25	585 316	7,200 14 2,484 65
Little Rock and Texarkana, Ark. <sup>10</sup>	7	.....	.....	.....	.....	.....	.....
Lock Haven and Harrisburg, Pa.	2	118.63	Lock Haven, Sunbury, Pa. (P. and E. Div., Penn.). Sunbury, Harrisburg, Pa. (No. Cent.).	8022 10002	( <sup>17</sup> ) ( <sup>18</sup> )	..... .....	( <sup>17</sup> ) ( <sup>18</sup> )
Lock Haven and Tyrone, Pa.	2	55.06	Lock Haven, Tyrone, Pa. (B. E. Brch., Penna.).	8038	55.05	454	3,342 08
Logan and Nelsonville, Ohio.	5	33.25	Logan, New Straitsville, Ohio (Col., Hoc. Val. and Tol.). New Straitsville, Nelsonville, Ohio (Col., Hoc. Val. and Tol.).	21084 21077	13.32 19.93	141 124	569 43 852 00
Logan and Pomeroy, Ohio...	5	84.25	Logan, Pomeroy, Ohio (Col., Hoc. Val. and Tol.).	21074	83.78	702	6,089 12

<sup>1</sup> Runson route 6052, Jonesville to Hillsdale, Mich. (4.50 miles).<sup>2</sup> Shown in report of New York and Chicago R. P. O.<sup>3</sup> Clerk runs to Olean as helper in Buffalo and Emporium R. P. O., 17.25 miles.<sup>4</sup> Not reported last year; new service.<sup>5</sup> 98.00 miles of route 33004, between Ottawa and Cherry Vale, Kans., covered by Kansas City and Harper R. P. O., and 16.07 miles, between Cherry Vale and Coffeyville, covered by closed-pouch service. (See Table C<sup>c</sup>).<sup>6</sup> Mails handled in caboose.<sup>7</sup> Reported last year as Leavenworth and Burlington R. P. O.; decreased distance, 74.40 miles.<sup>8</sup> Lawrence and Burlington R. P. O. cars run over this line.<sup>9</sup> In reserve.<sup>10</sup> 11 miles distance on route 33010 covered by Atchison and Topeka R. P. O.<sup>11</sup> Covered by Cincinnati and Nashville R. P. O.<sup>12</sup> Established February 23, 1884.<sup>13</sup> Clerk detailed from East Saginaw and Port Huron R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
			Miles.		Miles.				Ft.	In.				
.....	April 4, 1883	152	27.55	155	24.89	6	38,298	}	1	15 0	9 0	1	1	1
.....		152	27.55	155	24.89	6	2,817							
.....	July 1, 1881	22	16	23	17	6	13,978	1	8 7½	6 8	1	1	1	
.....	July 1, 1882	5	18½	6	19	6	17,196	1	18 0	8 8	} 2	1	2	
.....	July 1, 1882	5	18½	6	19	6	29,879	1	18 4	8 9				
.....	July 1, 1882	125	11	126	11	6	20,634	( <sup>6</sup> )	.....	.....	1	1	1	
.....	July 1, 1882	121	18	122	18	6	21,941	( <sup>6</sup> )	.....	.....	1	1	1	
.....	Apr. 16, 1883	151	14	152	15	6	104,010	2	15 6	7 8	3	1	3	
.....	Aug. 10, 1883	41	19	42	19	6	29,082	}	1	12 0	7 8	1	1	1
.....		41	19	42	19	6	6,851							
.....	July 1, 1880	42	16.31	41	19.62	6	20,119	1	12 6	6 4	1	1	1	
.....	July 1, 1880	21	25.28	18	23.76	6	42,098	}	1	11 6	7 6	2	1	2
.....		21	19.13	18	16.77	6	16,839							
.....	Feb. 20, 1884	2	21.82	3&7	17.34	6	23,469	1	23 6	7 3	1	1	( <sup>13</sup> )	
.....	July 1, 1883	5	17	4	17	7	56,283	1	21 7½	9 4	2	1	2	
.....	July 1, 1881	1	19.36	2	12.33	6	20,338	}	1	6 4	6 6	1	1	1
.....	July 1, 1881	1	19.99	2	12.85	6	4,094							
.....	July 1, 1883	11	19	12	19	6	55,294	1	21 9	8 10	2	1	2	
.....	July 1, 1882	2	18	1	17½	7	122,573	<sup>143</sup>	18 0	9 0	3	1	13	
.....	July 1, 1882	7	12	10	12	6	66,784	}	<sup>144</sup>	14 0	7 4	3	1	3
.....	Sept. 1, 1882						30,265							
.....		14	23	1	24	6	40,394	1	15 0	8 4	2	1	<sup>103</sup>	
.....		14	30	1	27	6	33,869	( <sup>21</sup> )	15 0	8 4	( <sup>21</sup> )			
.....	July 1, 1881	53	21	50	21	6	34,468	1	15 0	8 5	1	1	1	
.....	July 1, 1880	27	22.16	28	22.16	6	8,338	}	1	11 0	7 9	1	1	1
.....	July 1, 1881	27	22.16	28	22.16	6	12,476							
.....	Feb. 1, 1881	1	20.84	2	22.83	6	52,740	2	16 0	9 3	<sup>223</sup>	1	2	
		3	22.34	4	23.39	6	52,740							

<sup>14</sup> 1 car in reserve.  
<sup>15</sup> 7.50 miles of route 29007, between Trippe and Arkansas City, Ark., covered by closed-pouch service. (See Table, C°.  
<sup>16</sup> See Saint Louis and Texarkana.  
<sup>17</sup> 39.60 miles covered by Williamsport and Baltimore R. P. O., and 24.50 miles covered by Williamsport and Erie R. P. O.

<sup>18</sup> 1 helper from Muncy to Harrisburg and return.  
<sup>19</sup> Reserve cars.  
<sup>20</sup> 53.20 miles covered by Williamsport and Baltimore R. P. O.  
<sup>21</sup> Cars and clerks shown on route 8022.  
<sup>22</sup> These clerks make two round trips daily except Sunday.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Logansport, Ind., and Columbus, Ohio. <sup>1</sup>	5	197.44	Logansport, Ind., Bradford, Ohio (Chic. St. L. and Pitta.).	22017	114.60	324	\$5,878 98
			Columbus, Bradford, Ohio (Chic. St. L. and Pitta.).	21015 (part)	( <sup>2</sup> )	.....	( <sup>2</sup> )
Logansport, Ind., and Keokuk, Iowa.	6	283.02	Logansport, Ind., State Line (n. o.) (Chl. St. Lou. and Pitta.).	22014	61.19	647	4,290 03
			State Line (n. o.), Keokuk, Iowa (Wab. St. L. and Pac.).	23027 <sup>4</sup> (part)	222.40	515	26,230 97
Los Angeles and Santa Ana, Cal.	8	35.15	Los Angeles, Santa Ana, Cal. (So. Pac.).	46017	35.23	906	2,861 73
Louisville and Bloomfield, Ky.	5	58.16	Louisville, Anchorage, Ky. (Lou. and Nash.).	20004 (part)	( <sup>5</sup> )	.....	( <sup>5</sup> )
			Anchorage, Shelbyville, Ky. (Lou. and Nash.).	20012	19.19	279	536.87
			Shelbyville, Bloomfield, Ky. (Lou. and Nash.).	20026	25.97	801	1,110 21
Louisville, Ky., and Knoxville, Tenn. <sup>6</sup>	5	267.61	Louisville, Lebanon Jct., Ky. (Lou. and Nash.).	20005 (part)	( <sup>7</sup> )	.....	( <sup>7</sup> )
			Lebanon Jct., Ky., Jellico, Tenn. (Lou. and Nash.).	20007	172.73	1,302	13,442 74
			Jellico, Knoxville, Tenn. (E. Tenn. Va. and Ga.).	19008	66.27	824	3,791 22
Louisville, Ky., and Mount Vernon, Ill.	5	190.87	Louisville, Ky., Oakland City, Ind. (Lou. Evans. and St. L.).	22048	99.55	423	5,787 83
			Oakland City, Ind., Mt. Vernon, Ill. (Lou. Evans. and St. L.).	22023	88.56	215	3,862 10
Louisville, Ky., and Nashville, Tenn.	5	187.60	Louisville, Ky., Nashville, Tenn. (Lou. and Nash.).	20005	( <sup>8</sup> )	.....	( <sup>8</sup> )
Louisville and Paducah, Ky. <sup>9</sup>	5	227.91	Louisville, Paducah, Ky. (Ches. Ohio and S. West.).	20009	226.77	550	19,090 08
Lovely Mount and Pocahontas, Va.	3	171.91	Lovely Mount, Pocahontas, Va. (N. R. Div. N. and W.).	11033	73.59	.....	No pay
			Lovely Mount, Lynchburgh, Va. (N. and W.).	11013 (part)	( <sup>12</sup> )	.....	( <sup>12</sup> )
Lowell and Ayer, Mass. ....	1	16.98	Lowell, Ayer, Mass. (Bos. and Low. R. R.).	3020	16.74	1,190	1,560 16
Lowell and Taunton, Mass. <sup>10</sup>	1	62.01	Lowell, South Framingham, Mass., (Old Colony R. R.).	3049	30.34	1,321	3,009 12
			So. Framington, Taunton, Mass. (Old Colony R. R.).	3051 <sup>10</sup> (part)	37.16	894	2,986 55
Ludington, Mich., Toledo, Ohio. <sup>17</sup>	9	278.59	Ludington, Monroe, Mich. (Flint and P. M.).	24015	254.41	2,177	28,615 55
			Monroe, Mich., Toledo, Ohio (L. S. and M. S.).	24001 (part)	( <sup>20</sup> )	.....	( <sup>20</sup> )
Lynchburgh, Va., and Bristol, Tenn.	3	204.48	Lynchburgh, Va., Bristol, Tenn. (N. and W.).	11013	205.52	5,607	36,374 98
Lyons, N. Y., and Sayre, Pa.	2	92.23	Lyons, N. Y., Sayre, Pa. (Geneva, Ith. and Sayre).	6072	92.62	776	6,968 72

<sup>1</sup> Clerks run west from Columbus to Bradford with Pittsburgh and Saint Louis R. P. O.<sup>2</sup> Covered by Pittsburgh and Saint Louis R. P. O., 83 miles.<sup>3</sup> Four clerks run week on and week off; 3 clerks run two weeks on and one week off.<sup>4</sup> Balance of route (6.47) Keokuk, Iowa, to Warsaw, Ill., covered by pouch service. See table "C."<sup>5</sup> Covered by Cincinnati and Nashville R. P. O., 12 miles.<sup>6</sup> Report of 1883, Louisville and Williamsburg R. P. O. Extended July 2, 1883, to Warm Springs, N. C., taking up the Carey and Knoxville and

Morristown and Warm Springs R. P. Os., whole distance 352.42 miles. February 7, 1884, run curtailed to end at Knoxville; decrease distance 91 miles.

<sup>7</sup> Covered by Cincinnati and Nashville R. P. O.<sup>8</sup> See Cincinnati and Nashville R. P. O.<sup>9</sup> See Paducah and Memphis R. P. O., for remainder of this route.<sup>10</sup> This also includes cars on Paducah and Memphis R. P. O.<sup>11</sup> One in reserve.<sup>12</sup> One detailed from Lynchburgh and Bristol R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules.)				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments cars paid for in black figures.)		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.								
.....	July 1, 1880	12	24.38	1	25.29	6	71,740	2	11 8	9 1	3	1	3
.....	.....	12	20.71	1	29.57	6	51,858		.....	.....	.....	.....	.....
.....	July 1, 1880	107	29	104	29	6	88,305	1	82 0	8 9	4	2	27
.....	Aug. 1, 1882	107	20	104	25	6	138,865	1	28 2	8 7	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	1	20 5	8 9			
.....	July 1, 1881	1	16.84	4	16.80	7	25,729	1	8 4	6 11	1	1	1
.....	.....	36	10.57	35	10.57	6	8,164	1	10 3	7 8	1	1	1
.....	July 1, 1880	36	10.57	35	10.57	6	12,013						
.....	July 1, 1880	36	10.57	35	10.57	6	16,257	3	18 5	9 1	4	1	4
.....	.....	23	19.07	24	19.52	6	17,910						
.....	July 2, 1883	23	19.38	24	19.67	6	108,129	4	14 0	7 6	3	1	3
.....	July 2, 1883	23	18.51	24	19.43	.....	41,485						
.....	Aug. 16, 1882	1	21.87	2	23.64	6	62,318	.....	.....	.....	.....	.....	.....
.....	Nov. 1, 1882	1	24.94	2	23.42	.....	55,439						
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Oct. 1, 1881	1	20.32	2	20.94	7	142,412	106	15 0	9 4	4	1	4
fixed.	.....	21	18.37	22	18.37	6	47,025	112	10 9	7 6	122	1	1
.....	.....	21	23.16	22	23.26	6	60,609						
.....	July 1, 1881	253	23.66	254	18.30	6	10,629	1	11 2	7 0	1	1	1
.....	.....	259	21.55	258	23.10	6	10,629	141	6 0	3 8	.....	.....	.....
.....	July 1, 1881	465	28.57	440	25.58	6	18,993	141	7 6	6 9			
.....	.....	477	29.05	404	23.80	6	18,993	1	13 2	6 2	2	1	2
.....	July 1, 1881	465	25.80	440	23.60	6	15,540	141	12 0	7 0	.....	.....	.....
.....	Apr. 4, 1883	8	24.52	4	24.82	6	15,540						
.....	.....	8	24.50	4	22.61	6	15,318	123	20 0	8 10	4	1	108
5,138 00	July 1, 1881	3	25.86	4	27.03	7	137,261	211	43 4	8 8	4	2	211
.....	.....	.....	.....	.....	.....	.....	.....	1	41 1	8 9	.....	.....	.....
.....	July 1, 1881	09	23	02	27	6	57,730	1	41 1	8 7			
.....	.....	.....	.....	.....	.....	.....	.....	222	15 9½	8 8½	2	1	2

<sup>12</sup> 96.82 miles covered by Lynchburgh and Bristol R. P. O.  
<sup>14</sup> Reserve car.  
<sup>15</sup> Reported last year as Lowell and Mansfield R. P. O. Run extended to Taunton, Mass., February 18, 1884.  
<sup>16</sup> Balance of route covered by Boston, Clinton and Fitchburgh R. P. O., 37.12 miles; and closed pouch service between Taunton and New Bedford, 20.91 miles. See Table C.  
<sup>17</sup> Runs on route 24001, Monroe, Mich., to Toledo, Ohio (24.47 miles). In connection with Manistee and East Saginaw and Bay City, Wayne and Detroit R. P. O.; gives double service be-

tween Manistee Junction and Wayne, Mich. (210.33), daily except Sunday.  
<sup>18</sup> One car held in reserve.  
<sup>19</sup> Two clerks detailed to Bay City, Wayne and Detroit R. P. O.; two clerks detailed to Manistee and East Saginaw R. P. O.  
<sup>20</sup> Shown in report of Detroit and Toledo R. P. O. night line.  
<sup>21</sup> Cars run through to Chattanooga, Tenn.  
<sup>22</sup> One helper between Lynchburgh and Bonsacks, Va. One transfer clerk at Lynchburgh. One detailed to Lovely Mount and Pocahontas R. P. O.  
<sup>23</sup> One car in reserve.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Mackinaw City and Bay City, Mich. <sup>1</sup>	9	182.69	Mackinaw City, Bay City, Mich. (Mich. Cent.).	24009 (part)	181.18	1,207	\$18,125 24
Mackinaw City and Grand Rapids, Mich. <sup>2</sup>	9	226.30	Mackinaw City, Grand Rapids, Mich. (Gd. Rap. and Ind.).	24018 <sup>4</sup> (part)	225.86	1,514	18,786 13
Macon and Brunswick, Ga.	4	190.60	Macon, Brunswick, Ga. (E., T., V. and Ga.).	15013 <sup>7</sup> (part)	190.58	1,017	16,294 59
Macon and Montgomery, Ga.	4	224.51	Macon, Ga., Eufaula, Ala. (S. W.).	15016	143.99	1,021	12,434 96
			Eufaula, Montgomery, Ala. (M. and E.).	17003	80.73	862	6,419 64
Macon and Opelika, Ga....	4	129.67	Macon, Columbus, Ga. (S. W.).	15011	100.47	497	6,356 73
			Columbus, Ga., Opelika, Ala. (Col. and W.).	17007	29.62	764	2,228 60
Manchester and Peterboro', N. H.	1	63.37	Manchester, Concord, N. H. (Concord).	1001 <sup>10</sup> (part)	( <sup>11</sup> )	.....	( <sup>11</sup> )
			Concord, Contoocook, N. H. (Con. and Clar.).	1009 <sup>12</sup> (part)	( <sup>12</sup> )	.....	( <sup>12</sup> )
			Contoocook, Peterboro', N. H. (Con. and Clar.).	1010	32.76	186	1,400 49
Manhattan and Burlingame, Kans.	7	57.21	Manhattan, Burlingame, Kans. (M., A. and B.).	33034	57.21	227	2,543 55
Manistee and East Saginaw, Mich. <sup>14</sup>	9	148.13	Manistee, Manistee Junction, Mich. (Flint and P. M.).	24045	27.13	760	2,041 26
			Manistee Junction, East Saginaw, Mich. (Flint and P. M.).	24015 (part)	( <sup>15</sup> )	.....	( <sup>15</sup> )
Maquoketa and Davenport, Iowa.	6	43.85	Maquoketa, Davenport, Iowa (Chi., Mil. and St. Paul).	27018	43.91	211	1,877 15
Marion, Ohio, and Chicago, Ill.	5	269.64	Marion, Ohio, Chicago Junction (n. o.), Ind. (Chic. and Atlantic).	21090	249.95	383	13,892 22
			Chicago, Ill., Hammond, Ind. (Chic. and West. Ind.).	( <sup>17</sup> )	.....	.....	.....
Marion and Council Bluffs, Iowa.	6	261.90	Marion, U. P. Transfer, Iowa (Chi., Mil. and St. Paul).	27028 <sup>18</sup> (part)	261.90	1,759	30,688 96
Marion and Running Water, Dak.	6	62.72	Marion, Running Water, Dak. (Chi., Mil. and St. Paul).	27025 <sup>19</sup> (part)	62.00	1,949	7,918 47
Marmont and Terre Haute, Ind. <sup>20</sup>	5	150.34	Marmont, Terre Haute, Ind. (Terre Haute and Indpls.).	22013	152.19	265	7,558 86
Marquette and L'Anse, Mich.	6	63.81	Marquette, L'Anse, Mich. (Marq., Houghton and Ont.).	24040 <sup>21</sup> (part)	64.19	743	5,577 19
Mason City and Albia, Iowa. <sup>22</sup>	6	169.55	Mason City, Albia, Iowa (Central Iowa).	27010	170.21	1,230	16,154 63

<sup>1</sup> Balance of route (114½ miles) covered by Bay City and Jackson R. P. O.<sup>2</sup> 1 clerk detailed to Bay City and Detroit R. P. O.<sup>3</sup> In connection with Cadillac and Fort Wayne, and Grand Rapids and Cincinnati R. P. O's gives double service between Cadillac, Mich., and Fort Wayne, Ind. (240 miles).<sup>4</sup> Balance of route (143.23 miles) covered by Cadillac and Fort Wayne R. P. O.<sup>5</sup> 1 car held in reserve.

1 clerk assigned as chief clerk at Grand Rapids, Mich.; 3 clerks detailed to Cadillac and Fort Wayne R. P. O.

<sup>7</sup> Balance of route shown on Rome and Macon R. P. O., 161.94 miles.<sup>8</sup> 1 detailed as transfer clerk at Jesup, Ga.<sup>9</sup> 1 reserve car.<sup>10</sup> Balance of route covered by Saint Albans and Boston R. P. O., 18.02 miles.<sup>11</sup> Covered by Saint Albans and Boston R. P. O., 18.26 miles.<sup>12</sup> Balance of route covered by Concord and Claremont R. P. O., 43.74 miles, and closed-pouch service between Claremont and Claremont Junction, 1.09 miles (see Table C<sup>o</sup>).<sup>13</sup> Covered by Concord and Claremont R. P. O., 11.97 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1883	92	Miles. 25.39	91	Miles. 24.81	6	114,363	1	Ft. In. 16 1	Ft. In. 8 8	} 2	1	3
.....	Oct. 1, 1882	6	22.75	5	22.20	6	141,663	3	15 6	9 2		1	3
.....	July 1, 1880	1	17	2	17	7	139,138	3	15 0	9 4	3	1	4
.....	July 1, 1880	1	20	2	21	7	104,959	} 3	22 8	9 2	4	1	4
.....	July 1, 1880	1	23	2	26	7	58,933						
.....	July 1, 1880	5	25	6	21	7	73,037	1	12 0	7 0	2	1	2
.....	July 1, 1880	5	19	6	15	7	21,622	1	11 2	6 8			
.....	.....	3	21.17	10	27	6	11,431	} 1	8 6	6 0	1	1	1
.....	.....	3	22.30	10	13.99	6	7,493		9 0	7 0			
.....	July 1, 1881	3	19.04	10	14.32	6	20,746						
.....	July 1, 1882	2	12 1/2	1	13	6	35,814	1	12 0	9 0	1	1	1
.....	July 1, 1883	5	24.83	6	21.52	6	16,983	} 2					
.....	.....	5	24.83	6	21.52	6	75,743		20 0	8 10	2	1	(15)
.....	July 1, 1883	24	20	23	20	6	27,450	1	15 2	7 7	1	1	1
.....	June 1, 1883	1	26.53	8	24.89	6	156,469	} 4	10 1	6 10	4	1	4
.....	.....	1	26.53	8	24.89	6	12,325						
.....	Apr. 1, 1884	3	21	2	21	6	163,949	1	20 4	9 4	4	1	4
.....	July 1, 1883	39	14	40	15	6	39,263	1	8 0	6 9	1	1	1
.....	Oct. 15, 1883	51	19.62	52	19.62	6	87,785	2	16 9	9 2	2	1	2
.....	Dec. 1, 1883	1	21	2	19	6	39,945	1	12 0	7 0	1	1	1
.....	July 1, 1883	4	20	3	20	6	106,138	2	32 0	9 3	3	1	24
								21	22 0	8 11			

<sup>14</sup> Runs on route 24015, Manistee Junction to East Saginaw, Mich. (119.83 miles), and in connection with Bay City, Wayne, and Detroit, and Ludington and Toledo R. P. O's, gives double service between Manistee Junction and Wayne, Mich. (210.33 miles), daily except Sunday.

<sup>15</sup> Clerks appointed to Ludington and Toledo R. P. O.

<sup>16</sup> Shown in report of Ludington and Toledo R. P. O.

<sup>17</sup> Covered by lines of sixth division, 20 miles.

<sup>18</sup> Balance of route (89.28 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

<sup>19</sup> Balance of route (288.40 miles) covered by Calmar, Iowa, and Chamberlain, Dak., R. P. O.

<sup>20</sup> Formerly Logansport and Terre Haute R. P. O. Extended to Marmont October 15, 1883; increased distance 35.15 miles. Clerks record arrival and departure at depot Terre Haute, but accompany mail to post-office.

<sup>21</sup> Balance of route, L'Anse to Houghton (31.74 miles), covered by closed pouches (see Table C).

<sup>22</sup> This line was reported last year as Mason City and Ottumwa, Iowa, R. P. O. Decrease in distance run this year, 3.11 miles.

<sup>23</sup> 1 helper between Grinnell and Ackley, Iowa 69 miles.

<sup>24</sup> Reserve.



TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

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						Pounds.	
Mayville, Dak., and Breckenridge, Minn.	6	98.90	Mayville, Everest, Dak. (St. Paul, Minn. and Man.).	35006	46.14	439	\$2,722 26
			Everest, Dak., Breckenridge, Minn. (St. Paul, Minn. and Man.).	35003 <sup>1</sup> (part)	53.04	479	3,310 76
Maysville, Paris, Ky., and Cincinnati, Ohio.	5	129.06	Maysville, Paris, Ky. (Ky. Cent.).	20015	50.73	315	3,253 31
			Covington, Paris, Ky. (Ky. Cent.).	20002 (part)	( <sup>2</sup> )	.....	( <sup>2</sup> )
McCook, Nebr., and Denver, Colo. <sup>4</sup>	6	255.53	McCook, Nebr., Denver, Colo. (Bur. and Mo. Riv. in Nebr.).	34009 <sup>5</sup> (part)	255.40	495	749 75
McLeansborough and Shawneetown, Ill.	6	41.00	McLeansborough, Shawneetown, Ill. (Louis. and Nash.).	23078	41.22	120	1,762 15
Meadville and Oil City, Pa.	2	36.67	Meadville, Oil City, Pa. (Franklin Brch. N. Y., Penn. and Ohio).	8043	36.62	455	2,223 20
Memphis, Tenn., and Grenada, Miss.	4	101.60	Memphis, Tenn., Grenada, Miss. (Miss. and Tenn.).	18002	102.34	526	6,825 05
Memphis, Tenn., and Little Rock, Ark.	7	136.00	Hopefield, Little Rock, Ark. (M. and L.).	29001	135.88	2,850	15,243 01
Menasha and Schleisingerville, Wis.	6	66.26	Menasha, Schleisingerville, Wis. (Wis. Central).	25017 <sup>6</sup> (part)	65.60	1,607	7,291 44
Mendota and Centralia, Ill. <sup>7</sup>	6	211.99	Mendota, Centralia, Ill. (Illinois Central).	23021 <sup>8</sup> (part)	212.85	2,705	23,441 17
Mendota and Fulton, Ill. ...	6	65.26	Mendota, Fulton, Ill. (Chi., Burl. and Q'cy).	23013	64.70	205	2,765 92
Meridian and Vicksburgh, Miss.	4	140.70	Meridian, Vicksburgh, Miss. (Vicks. and Merid.).	18003	140.54	783	9,245 99
Merrill and Tomah, Wis. ...	6	107.50	Merrill, Tomah, Wis. (Chi., Mil. and St. Paul).	25031	108.07	551	7,115 32
Mexico and Cedar City, Mo. <sup>11</sup>	7	50.43	Mexico, Cedar City, Mo. (C. and A.).	28021	50.43	278	2,414 59
Michigan City and Indianapolis, Ind.	5	161.17	Michigan City, Indianapolis, Ind. (Wab., St. L. and Pac.).	22004	161.17	926	12,677 63
Michigan City, Monon, and Indianapolis, Ind.	5	154.17	Michigan City, Monon, Ind. (Lou., N. A. and Chic.).	22008 <sup>12</sup> (part)	68.03	403	5,293 41
			Monon, Indianapolis, Ind. (Lou., N. A. and Chic.).	22038 <sup>12</sup> (part)	95.56	119	7,272 12
Middletown and New York, N. Y. <sup>13</sup>	2	89.78	Middletown, New York, N. Y. (N. Y., Susq. and Westn.).	7037	88.40	462	5,366 76
Millerton and Dutchess Junction, N. Y.	2	57.97	Millerton, Dutchess Junction, N. Y. (N. D. and C.).	6085	57.97	383	3,221 97
Milton and Mineral Point, Wis.	6	90.66	Milton, Gratiot, Wis. (Chi., Mil. and Saint Paul).	25004 <sup>15</sup> (part)	63.79	1,043	5,563 12
			Gratiot, Mineral Point, Wis. (Chi., Mil., and Saint Paul).	25020 <sup>16</sup> (part)	25.80	1,057	2,250 01
Milwaukee, Wis., and Chicago, Ill.	6	86.14	Milwaukee, Wis., Chicago, Ill. (Chi. and No. West.).	23001	85.37	8,625	17,883 30
Milwaukee and Lancaster, Wis.	6	168.40	Milwaukee, Montfort, Wis. (Chi. and No. West.).	25038	146.37	565	9,761 41
			Montfort, Lancaster Jct., Wis. (Chi. and No. West.).	25025 <sup>18</sup> (part)	10.00	556	658 40
			Lancaster Jct., Lancaster, Wis. (Chi. and No. West.).	25042	12.31	740	915 74

<sup>1</sup> Balance of route, Ripon to Everest, Dak. (10.43 miles), covered by closed pouches (see Table C<sup>o</sup>).<sup>2</sup> Reserve.<sup>3</sup> Covered by Cincinnati and Richmond R. P. O., 80 miles.<sup>4</sup> Service on this line was established this year.<sup>5</sup> Balance of route (160.48 miles) covered by Omaha and McCook, Nebr., R. P. O.<sup>6</sup> Balance of route covered by Ashland and Menasha, Wis., R. P. O. (251 miles); and betweenMilwaukee and Schleisingerville, Wis. (32.50 miles), by closed pouches. (See Table C<sup>o</sup>.)<sup>7</sup> This line was reported last year as Freeport and Centralia, Ill., R. P. O., which has been curtailed to begin at Mendota, and balance of line merged into Dubuque, Iowa, and Mendota, Ill., R. P. O.<sup>8</sup> Balance of route (132.29 miles) covered by Dubuque, Iowa and Mendota, Ill., R. P. O.<sup>9</sup> 1 clerk detailed to transfer duty at Bloomington, Ill.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.		
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.					
			Miles.		Miles.				Ft.	In.	Ft.	In.			
.....	Apr. 1, 1884	48	17	47	16	6	28,696	1	16	0	8	9	2	1	2
.....	Apr. 1, 1884	48	18	47	20	6	33,215	1	12	4	8	9			
.....	July 1, 1880	11	20.29	12	21.77	6	31,756	}	1	12	10	8	10	2	1
.....	.....	11	24.10	12	21.77	6	49,035								
\$6,385 00	July 1, 1882	39	30	40	30	7	187,048	2	40	3	9	0	3	2	6
.....	July 1, 1883	11	11	10	11	6	25,666	1	9	7	4	0	1	1	1
.....	July 1, 1881	83	24	84	22	6	22,956	1	18	6	7	0	1	1	1
.....	July 1, 1880	2	20	1	22	7	74,168	1	12	1	6	9	2	1	2
.....	July 1, 1882	3	18	4	18	7	99,552	2	22	8	8	9	3	1	3
.....	Apr. 16, 1884	6	26	5	26	6	49,479	2	15	2	7	7	1	1	1
.....	July 1, 1883	3	22	2	20	6	132,705	2	27	3	9	0	4	1	95
.....	July 1, 1883	97	26	98	26	6	40,873	1	24	0	7	9	1	1	1
.....	July 1, 1880	35	19	36	17	7	102,711	(10)	.....	.....	.....	.....	3	1	3
.....	July 1, 1883	2	21	1	21	6	67,295	1	13	5	7	7	2	1	2
.....	July 1, 1883	138	17	137	17	6	31,570	1	17	6	9	0	1	1	1
.....	July 1, 1880	25	19.34	36	21.26	6	100,893	2	14	6	9	2	3	1	3
.....	July 1, 1880	6	25.49	5	25.49	6	37,167	}	3	13	11	9	0	3	1
.....	July 1, 1880	6	22.26	5	20.30	6	53,924								
.....	July 1, 1881	18	18	7	19	6	50,203	142	13	0	6	8	2	1	2
.....	July 1, 1881	51	22	54	18	6	36,289	1	9	10	6	6	1	1	1
.....	July 1, 1883	1	22	2	21	6	40,602	141	9	0	7	0			
.....	July 1, 1883	1	21	2	21	6	16,151	}	1	16	9	7	5	2	1
3,756 28	Apr. 1, 1884	4	28	11	28	6	53,943								
.....	July 1, 1883	10	28	5	28	6	53,943								
.....	July 1, 1883	1	24	2	24	6	91,452	1	24	7	9	3	3	1	174
.....	July 1, 1883	1	20	2	13	6	6,260	1	24	0	9	3			
.....	July 1, 1883	1	18	2	18	6	7,706	1							

<sup>10</sup> Cars on Chatt. and Merid. R. P. O. run through to Vicksburgh, Miss.  
<sup>11</sup> Reported last year as Mexico and Jefferson City R. P. O. Same distance.  
<sup>12</sup> Balance of route covered by Chi. and Louisville R. P. O.  
<sup>13</sup> Every third week relieves Port Jervis and New York clerk.  
<sup>14</sup> 1 Reserve car.  
<sup>15</sup> Balance of route, Gratiot to Shullsburgh, Wis. (11.50 miles), covered by closed pouches.

(See Table C.)  
<sup>16</sup> Balance of route, Gratiot, Wis., to Warren, Ill. (7.15 miles), covered by closed pouches. (See Table C.)  
<sup>17</sup> 1 clerk detailed to transfer duty at Milwaukee, Wis.  
<sup>18</sup> Balance of route covered by Montfort, Wis., and Galena, Ill., R. P. O. (47.76 miles), and between Woodman and Lancaster Jct., Wis. (18.53 miles), by closed pouches. (See Table C.)

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Milwaukee and Prairie du Chien, Wis.	6	194.50	Milwaukee, Prairie du Chien, Wis. (Chi., Mil. and St. Paul).	25001	196.64	<i>Pounds</i> 2,552	\$26,733 20
Minneapolis, Minn., and Aberdeen, Dak. <sup>2</sup>	6	288.15	Minneapolis, Cologne, Minn. (Chi., Mil. and St. Paul). Cologne, Minn., Aberdeen, Dak. (Chi., Mil. and St. Paul).	26087 26010 <sup>5</sup> (part)	33.17 256.40	1,710 1,080	3,828 81 20,198 05
Minneapolis and Albert Lea, Minn.	6	108.31	Minneapolis, Albert Lea, Minn. (Minn. and St. Louis).	26021 <sup>6</sup> (part)	108.73	1,168	10,040 12
Minneapolis and Birch Cooley, Minn.	6	100.84	Minneapolis, Birch Cooley, Minn. (Minn. and St. Louis).	26038	102.58	235	4,560 71
Missouri Valley, Iowa, and Valentine, Nebr. <sup>9</sup>	6	306.10	Missouri Valley, California Junction, Iowa (Sioux City and Pac.). California Junction, Iowa, Fremont, Nebr. (Sioux City and Pac.). Fremont, Valentine, Nebr. (Fre., Elk. and Mo. Vall.).	27029 (part) 27077 34010	( <sup>10</sup> ) 32.23 268.59	... .. 1,076 1,112	( <sup>10</sup> ) 2,838 50 24,114 01
Mona and Waterloo, Iowa..	6	80.88	Mona, Waterloo, Iowa (Illinois Central).	27022	80.79	763	6,078 64
Monmouth Junction and Manasquan, N. J. <sup>12</sup>	2	83.18	Monmouth Junction, Jamesburgh, N. J. (Amboy Div., Penn.).	7005 <sup>13</sup> (part)	5.69	642	398.93
Monroe and Adrian, Mich..	9	34.29	Jamesburgh, Sea Girt, N. J.. Monroe, Adrian, Mich. (L. S. and M. S.).	7023 24002	27.64 34.90	364 876	1,488 96 2,775 25
Montandon and Spring Mills, Pa. <sup>14</sup>	2	45.39	Lewisburgh, Spring Mills, Pa. (L. and T. Div., Penn.).	8067	42.45	199	1,814 73
Montfort, Wis., and Galena, Ill.	6	56.08	Montfort, Platteville Junction, Wis. (Chi. and No. West.). Platteville Junction, Platteville, Wis. (Chi. and No. West.). Platteville Junction, Wis., Galena, Ill. (Chi. and No. West.).	25025 <sup>15</sup> (part) 25043 25025 <sup>15</sup> (part)	21.50 174.36 26.26	556 148 556	1,415 56 186.39 1,728 96
Montgomery, Ala., and New Orleans, La.	4	321.85	Montgomery, Ala., to Mobile, Ala. (Mob. and Mont.). Mobile, Ala., to New Orleans, La. (N. O., M. and Tex.).	17012 17013	179.67 141.70	4,258 3,623	25,124 24 21,444 87
Montgomery and Selma, Ala.	4	51.21	Montgomery, Selma, Ala. (W. R. R. of Ala.).	17002	50.59	528	3,287 33
Montrose and Tunkhannock, Pa.	2	29.16	Montrose, Tunkhannock, Pa. (Montrose).	8078	28.27	86	1,208 54
Morning Sun and Okaloosa, Iowa.	6	81.82	Morning Sun, Okaloosa, Iowa (Central Iowa).	27086 <sup>19</sup> (part)	81.99	207	3,505 07
Mound House and Keeler, Nev.	8	293.00	Mound House, Belleville, Nev. (Carson and Colo.). Belleville, Keeler, Nev. ....	45004 (part) 45005	154.96 143.22	361 .....	8,347 60 ( <sup>21</sup> )
Mount Pleasant and Keokuk, Iowa.	6	50.40	Mount Pleasant, Keokuk, Iowa (St. L., Keo., and North.).	28018 <sup>22</sup> (part)	49.10	1,690	5,625 38

<sup>1</sup> 2 helpers between Prairie du Chien and White-water, Wis., 143 miles. 1 clerk detailed to transfer duty at Prairie du Chien, Wis.

<sup>2</sup> 1 car in reserve.

<sup>3</sup> This line was reported last year as Minneapolis, Minn., and Millbank, Dak., and Millbank and Aberdeen, Dak., R. P. O.'s. These consolidated form present line.

<sup>4</sup> 1 clerk detailed to Saint Paul, Minn., and Bismarck, Dak., R. P. O.

<sup>5</sup> Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles), and between Aberdeen and Ipswich (26.33 miles) by closed pouches. (See Table C.)

<sup>6</sup> Balance of route (151.53 miles) covered by Albert Lea, Minn., and Angus, Iowa, R. P. O.

<sup>7</sup> 1 helper between Minneapolis and Albert Lea, Minn., 108 miles, three days each week. 1 clerk detailed to this line from Minneapolis and Birch Cooley, Minn., R. P. O.

<sup>8</sup> 1 clerk detailed to Minneapolis and Albert Lea, Minn., R. P. O.

<sup>9</sup> This line was reported last year as Missouri Valley, Iowa, and Long Pine, Nebr., R. P. O. Increased distance run this year, 55.28 miles.

<sup>10</sup> Distance (6.13 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

<sup>11</sup> Reserve.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1883	1	Miles. 24	2	Miles. 24	6	111,757	1	Ft. In. 22 0	Ft. In. 9 3	4	1	17
	July 1, 1883	1	21	2	22	6	180,382	2	20 9	9 3	5	1	46
	July 1, 1883	1	22	2	22								
		3	21	4	22								
	July 1, 1883	4	23	3	23	6	67,802	1	22 0	9 5	2	1	72
								1	19 9	9 4			
	July 1, 1883	14	19	13	20	6	63,126	1	9 3	8 0	1	1	92
		5	24	6	24	6	8,837	2	17 9	9 6	6	1	6
	July 1, 1883	5	15	6	14	6	20,238	12	17 9	9 6			
	Apr. 16, 1884	5	22	6	25	6	167,543						
	July 1, 1883	15	10	16	11	6	50,631	1	19 0 1/2	8 10	2	1	2
								1	18 3	9 0			
	July 1, 1881	380	18	387	27	6	3,559	1	9 0	6 3	1	1	1
	July 1, 1881	380	27	387	26	6	17,212	(14)			(14)		
	Apr. 4, 1883	105	26.56	102	30.64	6	21,465	1	12 2	9 0	1	1	1
	July 1, 1881	1	10	10	11	6	28,414	1	12 0	8 4	1	1	1
		9	6	2	6	6	939						
	July 1, 1883	18	16	17	19	6	13,459	1	13 6	7 0	1	1	1
	July 1, 1883	18	16	17	19	6	6,060						
	July 1, 1883	18	16	17	19	6	13,587						
\$8,983 50	July 1, 1880	1	24	2	26	7	130,015	23	49 1	9 1	5	1	10
		3	26	4	26	7	130,015						
7,085 00	July 1, 1880	1	25	2	26	7	104,941	2	49 1	9 1	4	1	
		3	28	4	26	7	104,941						
	July 1, 1880	31	20	32	20	7	37,383	1	23 3	9 5	1	1	1
	July 1, 1881	2	17	3	13	6	16,254	1	6 0	6 1	1	1	1
	Dec. 1, 1883	1	21	2	21	6	51,219	2	10 0	7 8	1	1	202
	Mar. 15, 1882	1	14.12	2	14.06	7	111,535	3	10 9	8 8	4	1	4
(21)		1	14.12	2	14.06	7	102,942						
	July 1, 1883	15	20	16	16	6	31,550	1	18 3	9 0	1	1	1

<sup>12</sup> Clerk runs to Long Branch; records arrival and departure at Manasquan by slips; given benefit of run to Sea Girt.

<sup>13</sup> 47.64 miles covered by South Amboy and Philadelphia R. P. O.

<sup>14</sup> Cars and clerk shown on route 7005.

<sup>15</sup> Double daily service between Montandon and Lewisburgh; 1.50 miles messenger service; clerk records arrival and departure at Lewisburgh P. O., but performs double service between Lewisburgh and Montandon.

<sup>16</sup> Balance of route, Woodman to Lancaster Junction, Wis. (18.53 miles), covered by pouch service (see Table C<sup>e</sup>), and between Lancaster

Junction and Montfort, Wis. (10 miles), by Milwaukee and Montfort, Wis., R. P. O.

<sup>17</sup> Distance covered by R. P. O. twice daily each way.

<sup>18</sup> 1 detailed as transfer clerk at Montgomery, Ala.

<sup>19</sup> Balance of route, Keithsburg, Ill., to Morning Sun, Iowa (17.20 miles), covered by closed pouches. (See Table C<sup>e</sup>.)

<sup>20</sup> 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.

<sup>21</sup> No pay fixed.

<sup>22</sup> Balance of route (137.97 miles) covered by Burlington, Iowa, and Saint Louis, Mo., R. P. O.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Muncie, Ind., and Bloomington, Ill.	5	201.75	Muncie, Ind., Bloomington, Ill. (I. E. and W.).	21020 <sup>1</sup>	201.00	428	\$12,373 56
Muscatine and Montezuma, Iowa.	6	96.87	Muscatine, What Cheer, Iowa (Bur., C. Rap. and North.).	27004	76.58 <sup>2</sup>	440	4,583 31
			Thoruburgh, Montezuma, Iowa (Bur., C. Rap. and North.).	27065	16.29	271	766 12
Muskegon and Allegan, Mich. <sup>3</sup>	9	60.06	Muskegon, Holland, Mich. (Chi. and West Mich.).	24021	( <sup>4</sup> )	.....	( <sup>4</sup> )
			Holland, Allegan, Mich. (Chi. and West Mich.).	24023	24.64	310	1,243 08
Nacogdoches and Houston, Tex.	7	140.25	Nacogdoches, Houston, Tex. (H. E. and W. T.).	31023	140 25	382	7,795 09
Nashua, N. H., and Worcester, Mass.	1	46.76	Nashua, N. H., Worcester, Mass. (Wor. and Nash.).	3066	( <sup>5</sup> )	.....	( <sup>5</sup> )
Nashville and Chattanooga, Tenn.	5	151.62	Nashville, Chattanooga, Tenn. (Nash., Chat. and St. L.).	19004	151.00	5,056	25,046 37
Nashville, Tenn., and Hickman, Ky.	5	170.56	Nashville, Tenn., Hickman, Ky. (Nash, Chat. & St. L.).	19007	170.56	999	14,582 88
Nashville, Tenn., and Montgomery, Ala. <sup>6</sup>	5	306.21	Nashville, Tenn., Decatur, Ala. (Lou. and Nash.).	19006	122.23	1,650	13,806 16
			Decatur, Montgomery, Ala. (Lou. and Nash.).	17004	183.31	898	11,786 83
Nebraska City and Beatrice, Nebr. <sup>10</sup>	6	95.24	Nebraska City, Nemaha City, Nebr. (Nebraska).	34005 <sup>11</sup>	27.60	575	1,840 65
			Nemaha City, Beatrice, Nebr. (Rep. Valley).	3 019	67.76	329	3,476 08
Neché, Dak., and Breckenridge, Minn. <sup>12</sup>	6	208.78	Neché, Fargo, Dak. (St. Paul, Minn. and Man.).	35005	158.29	2,996	22,466 10
			Fargo, Dak., Breckenridge, Minn. (St. Paul, Minn. and Man.).	28005	( <sup>15</sup> )	.....	( <sup>15</sup> )
Newark and Shawnee, O.	5	43.30	Newark, Shawnee, O. (Balt. and Ohio).	21038	43.60	267	2,054 74
Newburyport and Boston, Mass.	1	40.63	Newburyport, Wakefield, Mass. (Bos. and Maine).	3014	30.80	176	1,316 70
			Wakefield, Boston, Mass. (Bos. and Maine).	3011 <sup>16</sup>	( <sup>17</sup> )	.....	( <sup>17</sup> )
New Castle and North Vernon, Ind. <sup>18</sup>	5	70.06	New Castle, Rushville, Ind. (Ft. Wayne, Cin. & Louis.).	22042	24.84	95	1,061 91
			Rushville, North Vernon, Ind. (C. I., St. L. & C.).	22015	45.50	497	1,945 11
New Castle and Pittsburgh, Pa. <sup>19</sup>	2	61.20	New Castle, Pittsburgh, Pa. (Pitta. Div. Pitta. & West.).	8125	61.70	197	3,357 19
New Haven, Conn., and New York, N. Y.	1	77.05	New Haven, Conn., New York, N. Y. (N. Y., N. H. and H.).	5005 <sup>21</sup>	( <sup>22</sup> )	.....	( <sup>22</sup> )
New London and New Haven, Conn.	1	51.81	New London, New Haven, Conn. (N. Y., N. H. and H.).	2004	( <sup>24</sup> )	.....	( <sup>24</sup> )
New Orleans and Alexandria.	4	230.24	New Orleans, Cheneyville, La. (M., L. and T.).	30003	210.36	2,057	25,166 85
			Cheneyville, Alexandria, La. (T. and P.).	30011	( <sup>26</sup> )	.....	( <sup>26</sup> )

<sup>1</sup> See Sandusky and Muncie R. P. O.<sup>2</sup> Distance from Thornburgh to What Cheer, Iowa (4.50 miles), covered twice daily each way by R. P. O.<sup>3</sup> Runs on route 24021, Muskegon to Holland, Mich. (35.50 miles), and in connection with Big Rapids and Holland R. P. O. gives double service between these points daily except Sunday.<sup>4</sup> Shown in report of Big Rapids & Holland R. P. O.<sup>5</sup> Covered by Portland and Worcester R. P. O. (46 93 miles).<sup>6</sup> Shown in column No. 20, Portland and Worcester R. P. O.<sup>7</sup> 1 helper between Nashville and Cowan.<sup>8</sup> Formerly Nashville and Decatur and Decatur and Montgomery R. P. O.'s, the latter of which was in fourth division until December 15, 1883, when run of clerks was extended through and route transferred to fifth division.<sup>9</sup> 2 helpers Nashville to Decatur.<sup>10</sup> This line was reported last year as Nebraska City and Tecumseh, Nebr., R. P. O.; increased distance ran this year, 34.26 miles.<sup>11</sup> Balance of route (109.85 miles) covered by Central City and Nebraska City, Nebr., R. P. O.<sup>12</sup> Reserve.<sup>13</sup> This line was reported last year as Neche and Fargo, Dak., R. P. O. Increased distance run this year, 50.07 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
	July 1, 1880	3	Miles. 23.32	4	Miles. 24.24	6	126,295	(1)	Ft. In. (1)	Ft. In. ....	4	1	4	
	July 1, 1883	32	20	31	20	6	50,443	}	1	20 10	9 4	1	1	1
	July 1, 1883	32	20	31	20	6	10,197							
		18	20.64	15	21.93	6	22,172	}	1	12 0	6 0	1	1	1
	Apr. 4, 1883	18	20.64	15	21.93	6	15,424							
	Dec. 21, 1883	2	15	1	15	6	87,797	2	14 6	6 6	2	1	2	
		8	20.46	13	22.10	6	29,271	1	18 0	6 10	1	1	(4)	
\$1,887 50	July 1, 1880	1	26.36	2	23.95	7	110,985	2	20 0	9 2	3	1	74	
	July 1, 1880	51	18.95	52	18.95	7	124,850	2	15 0	9 6	3	1	8	
	July 1, 1880	3	29.98	2	26.71	7	89,546	}	3	15 0	9 6	4	1	26
	July 1, 1880	3	23.87	2	23.87	7	134,183							
	July 1, 1882	53	20	54	20	6	59,620	1	8 3	7 0	2	1	2	
	Apr. 16, 1884	53	18	54	17	6		2	7 10	7 0				
	Apr. 1, 1884	4	21	3	22	7	152,827	(14)			3	1	8	
		4	18	3	17	7								
	July 1, 1880	107	23.66	108	23.03	6	27,106	1	16 0	8 6	1	1	1	
308 00	July 1, 1861	68	26.14	13	23.46	6	19,174	}						
		108	26.14	71	25.41	6	19,174							
95 00		68	18.99	13	17.80	6	6,260		1	12 0	8 6	2	1	2
		108	18.99	71	20.35	6	6,260							
	Mar. 22, 1882	4	29.92	1	24.84	6	15,550	1	10 6	9 7	1	1	1	
	July 1, 1880	4	21.70	1	21.80	6	28,308	1	12 0	6 10				
	July 1, 1881	5	23	2	22	6	38,312	202	14 6	8 7	1	1	1	
		24	26.95	43	27.12	6	48,233	1	16 4	6 10	1	1	202	
								201	15 6	6 6				
		10	26.59	17	26.13	6	32,433	1	13 9	6 0	2	1	203	
		20	25.27	3	27.30	6	32,433	1	12 11	6 4				
	July 1, 1880	1	17	4	17	7	153,562	2	15 9	9 1	4	1	4	
								2	18 0	9 0				
		1	17	4	17	7	14,513							

<sup>14</sup> Cars run through from Saint Paul, Minn. See Fargo, Breckenridge and Saint Paul R. P. O.  
<sup>15</sup> Distance (53.27 miles) covered by Fargo, Dak., Breckenridge and Saint Paul, Minn., R. P. O.  
<sup>16</sup> Balance of route covered by Portland and Boston R. P. O. (106.33 miles).  
<sup>17</sup> Covered by Portland and Boston R. P. O. (10 miles).  
<sup>18</sup> R. P. O. curtailed to begin at Rushville Dec. 22, 1883; decrease distance, 26 miles. Re-established New Castle and North Vernon May 19, 1884.  
<sup>19</sup> Formerly New Castle Junction and Pittsburgh R. P. O.; increase, 3.10 miles.

<sup>20</sup> Reserve car.  
<sup>21</sup> Balance of route covered by Bos., Sp'g. and N.Y. R. P. O. (62.36 miles).  
<sup>22</sup> Covered by Bos., Sp'g. and N.Y. R. P. O. (73.28 miles).  
<sup>23</sup> 1 clerk detailed as transfer clerk, New Haven, Conn.  
<sup>24</sup> Covered by Bos., Prov. and N.Y. R. P. O. (51.71 miles).  
<sup>25</sup> 1 clerk detailed as transfer clerk, New London, Conn.  
<sup>26</sup> Reported in N. O. and Marshal R. P. O.; both R. P. O.'s using same track between Cheneyville and Alexandria, La.



TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
New Orleans, La., and Houston, Tex.	4	362.74	New Orleans, Vermillionville, La. (M., L. and T.). Vermillionville, La., Orange, Tex. (Tex. and N. O.). Orange, Houston, Tex. (Tex. and N. O.).	30003 (part) 30010 31012	( <sup>1</sup> ) 113.15 106.24	..... 1,699 1,783	( <sup>1</sup> ) \$12,963 59 12,626 62
New Orleans, La., and Marshall, Tex.	4	369.37	New Orleans to Cheneyville, La. (T. and P.). Cheneyville to Shreveport, La. (Tex. and P.). Shreveport, La., and Marshall, Tex. (Mo. Pac.).	30002 30011 31009 (part)	172.30 157.25 39.95	789 596 1,072	13,112 03 10,622 23 3,522 80
Newport, Vt., and Springfield, Mass.	1	229.60	Newport, White River Junction, Vt. (Conn. and Pass.). White River Junc., Windsor, Vt. (Cent. Ver.). Windsor, Bellows Falls, Vt. (Sullivan). Bellows Falls, Brattleboro', Vt. (Ver. Valley). Brattleboro', South Vernon, Vt. (New Lon. North'n). South Vernon, Vt., Springfield, Mass. (Conn. Riv.).	2010 <sup>3</sup> (part) 2002 <sup>5</sup> (part) 2004 2005 3062 <sup>7</sup> (part) 3067	105.30 14.13 26.32 24.02 ( <sup>8</sup> ) 52.94	2,105 4,394 4,284 4,451 ..... 6,217	13,775 35 1,283 41 4,230 67 3,902 04 ( <sup>8</sup> ) 9,731 96
Newton and Arkansas City, Kans.	7	78.56	Newton, Arkansas City, Kans. (A., T. and S. F.).	33011	78.56	835	6,112 75
Newton and Caldwell, Kans.	7	81.09	Newton, Mulvane, Kans. (A., T. and S. F.). Mulvane, Caldwell, Kans. (A., T. and S. F.).	33011 (part) 33037	( <sup>10</sup> ) 38.30	..... 759	( <sup>10</sup> ) 2,849 13
Newton, N. C., and Lancaster, S. C.	4	108.80	Newton, N. C., to Chester, S. C. (Ches. and Le.). Chester to Lancaster, S. C. (Ch. and Ch.).	14007 14013	79.53 30.20	331 119	3,863 51 1,291 04
New York, N. Y., and Chicago, Ill. This line is divided into three divisions, as follows, viz:	9	.....	.....	.....	.....	.....	.....
East Division—New York and Syracuse, N. Y.	...	289.50	New York, Syracuse, N. Y. (N. Y. Cent. and H. Riv.).	6011 (part)	289.50	84,498	295,295 79

<sup>1</sup> Reported in N. O. and Alex. R. P. O.; both R. P. O.'s using same track between New Orleans and Vermillionville, La.

<sup>2</sup> Balance of route covered by Texarkana and El Paso R. P. O., 794.47 miles.

<sup>3</sup> Balance of route covered by closed-pouch service between Newport and Derby line, 9.72 miles (see Table C').

<sup>4</sup> One clerk detailed as transfer clerk, White River Junction, Vt.

<sup>5</sup> Balance of route covered by St. Albans and Boston R. P. O., 96 miles.

<sup>6</sup> Reserve cars.

<sup>7</sup> Balance of route covered by Brattleboro' and Palmer R. P. O., 11.11 miles.

<sup>8</sup> Covered by Brattleboro' and Palmer R. P. O., 10.28 miles.

<sup>9</sup> Clerk on this line appointed to Newton and Caldwell R. P. O., which see.

<sup>10</sup> 43 miles distance on route 33011 covered by Newton and Arkansas City R. P. O.

<sup>11</sup> One clerk on this line assigned to Newton and Arkansas City R. P. O., which is operated in connection with Newton and Caldwell R. P. O.

<sup>12</sup> The total equipment of this line is as follows: 24 cars, 60 feet by 9 feet; 6 cars, 50 feet by 9 feet; 6 cars, 49 feet 5 inches by 9 feet; 1 car, 41 feet 4 inches by 9 feet; 1 car, 40 feet by 9 feet. Six of these cars are held in reserve. The figures in the body of the report show the number and dimensions of cars upon each train upon each contract route.



in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for, in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.							
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.										
			Miles.		Miles.				Ft. In.	Ft. In.										
		3	20	2	24	7	104,646	}	3	22 7 14 0	9 1 9 0	5	1	5						
	July 1, 1882	3	18	2	28	7	82,599													
	Jan. 1, 1883	3	21	2	26	7	77,555													
	Jan. 1, 1883	401	18	402	21	7	125,675	}	4	20 6	7 2	5	1	5						
	Jan. 1, 1883	401	17	402	17	7	114,792													
	July 1, 1881	401	20	402	20	7	29,173													
\$1,316 25	July 1, 1881	4	21.82	3	20.35	6	65,210	}	1	21 2 22 8 20 8 21 8	6 9 6 11 6 10 6 4	4	2	94						
176 62	July 1, 1881	4	11.82	3	24	6	8,138													
329 00	July 1, 1881	4	24	3	17.32	6	15,769													
300 25	July 1, 1881	4	24	3	26.17	6	15,036	}	1	13 8	9 1	1	1	(9)						
128 50		4	30	3	21.42	6	6,435													
661 75	July 1, 1881	4	22.21	3	24.58	6	33,140													
	July 1, 1882	83	19.50	84	19.50	6	49,179	}	1	13 5	9 4	1	1	211						
		83	18	84	18	6	24,395													
	July 1, 1882	83	18	84	18	6	26,368													
	Aug. 6, 1883	2	13	1	13	6	49,204	}	1	12 0 11 8	7 5 6 8	2	1	2						
	July 1, 1880	2	14	1	14	6	18,905													
								(12)						30412						
95,535 00	Jan. 9, 1882	21 23	32.37 31.65	14 2	31.58 31.58	7 6	211,914 181,227	}	414	60 0 60 0 60 0 60 0 50 0 49 5 60 0 50 0 49 5	9 0 9 0 9 0 9 0 9 0 9 0 9 0 9 0 9 0	4 4 4	615 415 1115							
		7	38.60											}	1	50 0 49 5 60 0 50 0 49 5	9 0 9 0 9 0 9 0 9 0	4	1115	
				22	28.01	7	211,914													}

<sup>12</sup> Clerks are detailed as follows; 1 as chief clerk, Grand Central Depot, New York; 1 as chief clerk, Chicago, Ill.; 1 in office of chief clerk R. M. S., Syracuse, N. Y.; 1 as transfer clerk at Buffalo, N. Y.; 3 as transfer clerks at Cleveland, Ohio; 3 as transfer clerks at Toledo, Ohio; 1 as transfer clerk at Elkhart, Ind.; 2 as clerks in the R. M. S. supply room, Cleveland, Ohio; 2 to R. M. S. printing office, Cleveland, Ohio; 1 to Toledo and Allegan R. P. O.; 7 to the office of superintendent R. M.

S., Cleveland, Ohio; 6 to Cleveland and Toledo R. P. O.; 6 to Toledo and Chicago R. P. O., and 1 to office of General Superintendent Railway Mail-Service, Washington, D. C.  
<sup>14</sup> 2 cars on each train.  
<sup>15</sup> 2 clerks assigned as helpers on train 21 outward between New York and Schenectady, N. Y., 159.50 miles. 8 clerks assigned as helpers on train 7, outward, and train 2, inward, between Albany and Syracuse, N. Y., 147.50 miles.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Middle Division—Syracuse, N. Y., and Cleveland, Ohio.	9	336.26	Syracuse, Buffalo, N. Y. (N. Y. Cent. and H. Riv.).	6011 (part)	152.50	Pounds. 84,498	\$155,553 05
			Buffalo, N. Y., Cleveland, Ohio (L. S. and M. S.)	6052 <sup>3</sup> (part)	183.76	65,821	195,795 00
West Division—Cleveland, Ohio, and Chicago, Ill.	9	356.89 <sup>4</sup>	Cleveland, Ohio, Chicago, Ill. (L. S. and M. S.).	6052 <sup>3</sup>	356.52	65,821	246,629 73
			Elyria, Millbury, Ohio (L. S. and M. S.).	21007 <sup>5</sup>	74.86	34,928	36,739 04
			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.).	21045 <sup>5</sup>	134.48	32,412	62,259 13
New York, N. Y., Dover, N. J., and Easton, Pa. <sup>15</sup>	2	86.30	Hoboken, N. J., Easton, Pa. (M. and E. Div. Del. Lack. and W.).	7013	84.24	1,881	10,371 62
New York and Dunkirk, N. Y.	2	461.38	New York, Dunkirk, N. Y. (N. Y., L. E. and West.).	6001	459.55	9,212	103,339 00
New York and Elmira, N. Y. <sup>16</sup>	2	303.58	Waverly, Elmira, N. Y. (N. Y., L. E. and West.).	6001	( <sup>20</sup> )	.....	( <sup>20</sup> )
			Waverly, N. Y., Easton, Pa. (Lehigh Val.).	8010	205.57	3,029	29,353 34
			Metuchen, N. J., Easton, Pa. (N. J. Div. Lehigh Val.).	7018	54.00	1,166	4,986 36
			New York, N. Y., Metuchen, N. J. (N. Y. Div. Penna.).	7004	( <sup>21</sup> )	.....	( <sup>22</sup> )

<sup>1</sup> Two cars on each train.<sup>2</sup> 2 clerks assigned as helpers on train 7, outward, and train 14, inward, between Buffalo, N. Y., and Cleveland, Ohio, 183.76 miles. 2 clerks assigned as helpers on train 3, outward, and train 14, inward, between Buffalo, N. Y., and Cleveland, Ohio, 183.76 miles. 4 clerks assigned as helpers on train 21, outward, and train 14, inward, between Utica and Buffalo, N. Y., 208.50 miles. 2 clerks assigned as helpers on train 1, outward, and train 8, inward, between Buffalo, N. Y., and Cleveland, Ohio, 183.76 miles.

Routes 6052, 21007, and 21045 constitute the main lines of the Lake Shore and Michigan Southern Railway between Buffalo, N. Y., and Chicago, Ill.

<sup>4</sup> Shown on route 6011, middle division.<sup>5</sup> This is the distance by route 6052: The distance from Cleveland, Ohio, to Chicago, Ill., via route 6052, Cleveland to Elyria, Ohio; thence over route 21007, to Millbury, Ohio; thence over route 6052 to Toledo, Ohio; thence over route 21045 to Elkhart, Ind.; and thence over route 6052, to Chicago, Ill., is 341.97 miles.<sup>6</sup> 2 clerks assigned as helpers on train 1, outward, and train 2, inward, between Cleveland and Toledo, Ohio, 113.37 miles.<sup>7</sup> The opposite train (12) runs inward on route 6052, from Millbury to Elyria, Ohio, 78.77 miles.<sup>8</sup> 7 trips outward.<sup>9</sup> 7 trips inward.<sup>10</sup> Shown on route 6052, west division.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
\$50,325 00	Jan. 9, 1882	21	Miles. 24.94	14	Miles. 33.25	7	111,630	4 <sup>1</sup>	60 0	9 0	4	8	
		23&3	24.94	2	33.25	6	95,465	1	60 0	9 0	4	8	
		7	35 21					2	60 0	9 0			
				22	31.50	7	111,630	1	50 0	9 0	4	7 <sup>2</sup>	
								1	49 5	9 0			
60,640 80	Mar. 9, 1884	1	37.29			7	134,512	1	60 0	9 0	(4)		
				14	35.41			2	60 0	9 0			
		3	29.67	2	35.09	6	115,033	4 <sup>1</sup>	60 0	9 0	(4)		
		7	39.21					2	60 0	9 0			
				8	31.82	7	134,512	1	50 0	9 0	(1)		
79,344 20	Mar. 9, 1884	1	33.58			7	190,076	1	49 5	9 0			
				12	22.63			1	60 0	9 0	4	5	
		3	25.94	2	26.61	6	98,910	4 <sup>1</sup>	60 0	9 0	4	6	
		7	32.90					2	60 0	9 0			
				8	26.40	7	190,076	1	50 0	9 0	4	8	
10,480 40	Mar. 9, 1884	1	33.58	(7)		(8)	27,348	1	49 5	9 0			
				8	26.40	(9)	27,348	1	60 0	9 0	(10)		
								1	50 0	9 0			
		3	25.94	(11)		(12)	23,431	2	49 5	9 0			
		1	33.58	(13)		(14)	49,172	1	60 0	9 0			
25,526 50	Mar. 9, 1884	3	25.94	2	26.61	6	84,103	4 <sup>1</sup>	60 0	9 0	(10)		
		(14)		8	26.40	(9)	49,172	1	60 0	9 0			
								1	50 0	9 0			
								1	49 5	9 0			
								1 <sup>16</sup>	12 9	8 11	2	1	2
31,662 00	July 1, 1881	9	26	8	32	176	207,047	1 <sup>16</sup>	12 0	8 4			
		3	26	2	26	7	337,730	2	50 0	9 0	4	3	41
								3	50 0	9 0	4 <sup>18</sup>	3	
								2 <sup>16</sup>	50 0	9 0	2 <sup>18</sup>	2	
		2	39	7	27	6	10,996	2	20 0	8 3	4	1	7
.....	July 1, 1881							6 <sup>21</sup>	20 0	8 3			
		2	28	7	23	6	120,802	(22)			(22)		
		2	43	7	31	6	33,771	(22)			(22)		
.....	Aug. 1, 1882	2	37	7	29	6	16,572	(22)			(22)		

<sup>11</sup> The opposite train (2) runs inward from Millbury to Elyria, Ohio, on route 6052, 78.77 miles.

<sup>12</sup> 6 trips outward.

<sup>13</sup> The opposite train (12) runs inward on route 6052, from Elkhart, Ind., to Toledo, Ohio, 142.80 miles.

<sup>14</sup> The opposite train (7) runs outward on route 6052, from Cleveland, Ohio, to Chicago, Ill., 356.89 miles.

<sup>15</sup> See New York and Hackettstown R. P. O. (short run). Relieves New York and Hackettstown clerk every third week.

<sup>16</sup> Reserve cars.

<sup>17</sup> Crews on trains 9 and 8 perform service between New York and Hornellsville (332.63 miles) daily, except Sunday. Crews on 3 and 2 perform service daily.

<sup>18</sup> Three clerks between New York and Hornella-

ville, and 2 clerks between Hornellsville and Dunkirk; 1 clerk on Port Jervis and New York R. P. O.; 4 helpers, Susquehanna to Hornellsville; 2 helpers, Hornellsville to Salamanca; 1 chief clerk at Buffalo, N. Y.; 3 clerks office supt., 2d division; 1 transfer clerk at Binghamton, N. Y.; 1 transfer clerk at Elmira, N. Y.

<sup>19</sup> Formerly Easton and Elmira R. P. O., increase 80.20 miles; 1 helper runs from Elmira to Lacyville and return; 1 clerk (short run), Elmira and Wilkes Barre R. P. O.; 1 clerk to transfer duty at Easton, Pa.

<sup>20</sup> 17.55 miles covered by New York and Dunkirk R. P. O.

<sup>21</sup> In reserve.

<sup>22</sup> Cars and clerks shown on route 6001.

<sup>23</sup> 26.20 miles covered by New York and Washington R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
New York, N. Y., and Hackettstown, N. J.	2	62.79	New York, N. Y., Hackettstown, N. J. (Del., Lack. and West., M. and E. Div.).	7013	( <sup>1</sup> )	.....	( <sup>1</sup> )
New York, N. Y., and Philadelphia, Pa. <sup>2</sup>	2	91.82	New York, N. Y., Philadelphia, Pa. (N. Y. Div. Penn.).	7004	( <sup>2</sup> )	.....	( <sup>2</sup> )
<i>New York, N. Y., and Pittsburgh, Pa.</i>	2	443.20	New York, N. Y., Philadelphia, Pa. (Penn. R. R.).	7004	( <sup>2</sup> )	.....	( <sup>2</sup> )
			Philadelphia, Pittsburgh, Pa. (Penn. R. R.).	8001	353.00	70,219	\$351,616 24
New York, N. Y., and Point Pleasant, N. J. <sup>12</sup>	2	60.64	New York, N. Y., Elizabethport, N. J. (Central of N. J.).	7001	( <sup>14</sup> )	.....	( <sup>14</sup> )
			Elizabethport, Point Pleasant, N. J. (L. B. Div., Central of N. J.).	7003	50.00	1,786	5,942 50
New York, N. Y., Somerville, N. J., and Easton, Pa. <sup>17</sup>	2	75.09	New York, N. Y., Easton, Pa. (Cent. of N. J.).	7001	74.00	2,611	10,123 20
<i>New York, N. Y., and Washington, D. C.</i>	2	227.90	New York, N. Y., Philadelphia, Pa. (N. Y. Div. Penna.).	7004	89.54	118,350	123,715 62
			Philadelphia, Pa., Baltimore, Md. (Phila., Wil. and Balto.).	10001	96.00	41,114	53,134 56
			Baltimore, Md., Washington, D. C. (Balto. and Pot.).	10013	45.20	41,046	25,119 90
Nineveh, N. Y., and Carbondale, Pa. <sup>22</sup>	2	57.38	Nineveh, N. Y., Jefferson Junction, Pa. (Penn. Div., Del. and Hud. Canal Co.).	6031	21.70	237	964 78
			Jefferson Junction, Carbondale, Pa. (Jefferson Beh. N. Y., L. E. and West.).	8064 (part)	<sup>23</sup> 35.64	198	1,525 61
Norfolk and Columbus, Nebr.	6	50.64	Norfolk, Columbus, Nebr., (Om., Nio. and Bl'k Hills).	34012	50.74	233	2,225 90
Norfolk, Va., and Edenton, N. C.	3	75.25	Norfolk, Va., Edenton, N. C.	11026	74.05	504	36,374 08
Norfolk and Lynchburgh, Va.	3	205.21	Norfolk, Petersburg, Va. (N. and W.).	11011	82.14	1,413	8,427 56
			Petersburgh, Lynchburgh, Va. (N. and W.).	11012	123.79	367	6,668 56

<sup>1</sup> 60.20 miles covered by New York, Dover and Easton R. P. O. (long run).  
<sup>2</sup> Part of New York and Pittsburgh R. P. O.  
<sup>3</sup> 89.54 miles covered by New York and Washington R. P. O.  
<sup>4</sup> Service performed in New York and Washington R. P. O. car on train 15.  
<sup>6</sup> Relieves clerk on 99 and 34 every third week.  
<sup>6</sup> 1 reserve car.  
<sup>7</sup> The total equipment of this line is as follows: 16 cars 60 ft. by 8.7, 3 cars 40 ft. by 8.7, and 1 car 15 ft. by 8.7; 8 cars 60 ft. by 8.7 and 2 cars 40 ft. by 8.7 are held in reserve. The figures in the body of the report show the

number of cars on each train. 3.40 ft. and 1.40 ft. cars deadhead east.  
<sup>8</sup> 1 chief clerk at Harrisburg, Pa.; 1 clerk detailed to office General Superintendent, Washington, D. C.; 2 clerks in chief clerk's office; 2 clerks in division superintendent's office; 1 clerk in dormitory at Harrisburg; 1 helper on 7 (3d section), 4, and 8; 6 clerks detailed to transfer duty at Philadelphia, Pa.; 3 clerks detailed to transfer duty at Harrisburg, Pa.; 3 clerks detailed to transfer duty at Pittsburgh, Pa.  
<sup>9</sup> Train 27 becomes train 13 west of Philadelphia.  
<sup>10</sup> Shown on route 7004.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of serv.					crrw.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.									
		Miles.		Miles.										
		17	23	22	21	6	39,397	1	12 0	6 10	1	1	1	
		15	27	14	30	6	57,572	41	15 3	8 7	2	1	3	
		99	28	34	36	6	57,571	42	15 3	8 7	1	1		
29,100 50		27	39	8	35	7	65,587	72	60 0	8 7	6	7	132	
		7	32	10	37	7	65,587	1	60 0	8 7	6	4		
		7, 3d sec.	36					2	60 0	8 7	6	7		
				4	31	6	60,839	1	40 0	8 7				
								1	60 0	8 7				
97,075 00	July 1, 1881	12	26	8	38	7	258,835	(10)				(10)		
		7	32	10	31	7	258,835							
		7, 3d sec.	34	4	31	6	240,085							
			23			3	84,438	1	15 0	8 7	2	1		
				1216	25	3	42,058	1	8 8	8 7	2	1		
		302	21	315	21	6	6,806	1	14 0	7 0	1	1	104	
		306	20	319	23	6	6,806	1	14 0	7 0	1	1		
	July 1, 1881	319	22	307	23	6	6,806	1	12 7	7 0	1	1		
		302	25	315	26	6	31,155							
		306	24	319	26	6	31,155	(10)			(10)			
		319	26	307	27	6	31,155							
	July 1, 1881	2	29	11	24	6	47,007	1	15 0	7 0	2	1	3	
		14	26	17	26	6	47,007	1	15 0	7 0	1	1		
8,964 00	July 1, 1881	27	39	62	33	6	60,852	2	60 0		4	3	102	
		15	28	40	32	6	60,852	2	60 0		4	2		
		23	28	58	29	7	65,587	2	60 0		4	5		
								21	60 0					
9,000 00	July 1, 1881	27	39	62	39	6	65,000							
		15	25	40	31	6	65,000	(71)			(71)			
		23	25	58	29	7	70,052							
4,520 00	July 1, 1881	27	41	62	39	6	28,892							
		15	33	40	31	6	28,892	(71)			(71)			
		23	28	58	29	7	31,143							
	July 1, 1881	2	29	1	28	6	13,577	1	9 0	6 6	1	1	1	
	July 1, 1881	2	21	1	21	6	22,343	(74)			(74)			
	July 1, 1881	42	15	41	14	6	31,700	1	18 0	9 0	1	1	1	
	Dec. 20, 1881	1	18.34	2	21.66	6	47,166	2	11 11	6 7	2	1	2	
	July 1, 1881	3	27.04	4	28.70	7	59,780	2	18 10	8 8	4	1	4	
	July 1, 1881	3	27.52	4	25.97	7	90,012	1	20 0	8 8				

<sup>11</sup> Altoona to Pittsburgh, returning as helpers on N. Y. and Pitta. R. P. O. train.

<sup>12</sup> Altoona to Harrisburg, returning as helpers on N. Y. and Pitta. R. P. O. train.

<sup>13</sup> Triple daily service, Sunday excepted.

<sup>14</sup> 10.50 miles covered by New York, Somerville and Easton R. P. O.

<sup>15</sup> 1 helper, New York to Point Pleasant and return on trains 302 and 307.

<sup>16</sup> Cars and clerks shown on route 7001.

<sup>17</sup> Double daily service, Sunday excepted.

<sup>18</sup> Relieve clerk on trains 14 and 17 every third week.

<sup>19</sup> 2 helpers, New York to Philadelphia (fast mail), 2 helpers, New York to Havre de Grace (day

line); 1 chief clerk at New York, N. Y.; 1 chief clerk (chief examiner) at New York, N. Y.; 1 clerk in charge of dispatch of early newspapers, New York, N. Y.; 5 clerks office supt., New York, N. Y.; 4 clerks office Gen. Supt., Washington, D. C.; 7 clerks transfer duty Jersey City, N. J.

<sup>20</sup> Reserve car.

<sup>21</sup> Cars and clerks shown on route 7004.

<sup>22</sup> Clerk records arrival and departure at Nineveh by slips.

<sup>23</sup> Balance of route (3.50 miles) covered by closed-pouch service. (See Table Cc.)

<sup>24</sup> Car and clerk shown on route 6031.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Norfolk, Va., and Raleigh, N. C.	3	179.00	Portsmouth, Va., Weldon, N. C. (Seaboard and Roanoke).	11015	79.31	598	\$5,357 39
			Raleigh, Weldon, N. C. (Raleigh and Gaston).	13001	97.63	701	7,095 74
Norfolk, Newport News, and Richmond, Va. <sup>2</sup>	3	91.32	Norfolk, Richmond, Va. (C. & O.).	11005 <sup>2a</sup> (part)	75.50	1,251	8,004 51
North Adams and Pittsfield, Mass.	1	21.43	North Adams, Pittsfield, Mass. (Bos. and Albany).	3029	21.18	388	1,177 18
North Anson and Lewiston, Me. <sup>3</sup>	1	67.85	North Anson, Oakland, Me. (Somerset).	18	25.77	321	1,432 29
			Oakland, Lewiston, Me. (M. Cen.).	5 <sup>4</sup> (part)	( <sup>5</sup> )	.....	( <sup>5</sup> )
North Conway and Portsmouth, N. H.	1	82.09	North Conway, Conway Junction (n. o.), N. H. (Eastern).	1014	71.09	959	5,896 20
			Conway Junction (n. o.), Portsmouth, N. H. (Eastern).	3001 <sup>5</sup> (part)	( <sup>6</sup> )	.....	( <sup>6</sup> )
North Creek and Saratoga, N. Y. <sup>10</sup>	2	58.25	North Creek, Saratoga Springs, N. Y. (Adirondack).	6095	57.96	714	4,212 53
North Judson, Ind., and Streator, Ill. <sup>11</sup>	6	110.20	North Judson, Ind., Streator, Ill. (Ind., Ill., and Iowa).	23082	110.50	459	6,708 45
North Loup and Grand Island, Nebr.	6	50.03	North Loup, Grand Island, Nebr. (Om. and Rep. Vall.).	34015	50.09	288	2,441 38
Northville and Fonda, N. Y. <sup>12</sup>	2	26.79	Northville, Fonda, N. Y. (Fonda, John. and G.).	6081	26.92	693	1,933 39
Norwood and Rome, N. Y.	2	146.92	Norwood, De Kalb Junction, N. Y. (Rome, Wat. and Ogd.).	6110	24.61	1,861	1,346 65
			De Kalb Junction, Rome, N. Y. (Rome, Wat. and Ogd.).	6036 <sup>13</sup> (part)	122.11	1,861	14,930 39
Nyack and New York, N. Y. <sup>14</sup>	2	30.35	Nyack, New York, N. Y. (North'n. of N. J.).	7017	28.45	454	1,727 19
Ogdensburg and Utica, N. Y.	2	134.78	Ogdensburg, Carthage, N. Y. (Utica and Bl'k River).	6088	60.77	1,194	5,663 76
			Carthage, Utica, N. Y. (Utica and Bl'k River).	6087	( <sup>14</sup> )	.....	( <sup>14</sup> )
Ogden and Salt Lake, Utah	8	38.73	Ogden, Salt Lake, Utah. (Utah Central).	41001 <sup>15</sup> (part)	37.50	861	2,982 00
Ogden, Utah, and San Francisco, Cal.	8	834.65	Ogden, Utah, San Francisco, Cal. (Central Pacific).	41006	834.03	29,665	264,562 65
Oil City, Pa., and Ashtabula, Ohio. <sup>16</sup>	9	88.10	Oil City, Pa., Ashtabula, Ohio (L. S. and M. S.).	8045	87.56	446	5,240 46
Omaha, Nebr., and Atchison, Kans.	7	166.33	Omaha, Nebr., Atchison, Kans. (Mo. Pac.).	33040	165.33	534	10,743 14

In reserve.

12 miles of this service (Norfolk to Newport News) performed by steamboat.

<sup>2a</sup> See Richmond and Clifton Forge R. P. O. and Clifton Forge and Huntington R. P. O.<sup>3</sup> 1 clerk detailed as transfer clerk, Brunswick, Me.<sup>4</sup> Balance of route covered by Skowhegan and Portland R. P. O., 60.41 miles.<sup>5</sup> Covered by Skowhegan and Portland R. P. O., 42.15 miles.<sup>6</sup> Shown in column No. 13, Skowhegan and Portland R. P. O.; this clerk runs from Oakland

to Lewiston as assistant to Skowhegan and Portland R. P. O. clerk.

<sup>7</sup> The cars used by this R. P. O. are also used by the Bangor and Boston R. P. O. (short run).<sup>8</sup> Balance of route covered by Bangor and Boston R. P. O., 98.58 miles.<sup>9</sup> Covered by Bangor and Boston R. P. O., 10.50 miles.<sup>10</sup> Clerk records arrival and departure at North Creek by ships.<sup>11</sup> This line was reported last year as Momence and Dwight, Ill., R. P. O.; increased distance run this year, 66.76 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1881	2	Miles. 16.77	1	Miles. 29.66	6	50,994	2 1	Ft. In. 12 3 11 8	Ft. In. 8 6 8 8	3	1	3
	July 1, 1880						61,060	11	10 0	9 2			
	July 1, 1881	1	31.91	6	32.78	6	57,166	1	21 8	8 9	1	1	1
\$211 80	July 1, 1881	1	25.12	6	25.12	6	13,415	1	9 6	6 0	1	1	1
		9	25.12	12	25.12	6	13,415						
	July 1, 1881	2	14.28	1	18.28	6	15,963	1	17 0	7 0	1	1	2
		12	(*)	13	(*)	6	26,511						
	July 1, 1881	44	21.84	203	21.84	6	44,815	(?)	(?)	(?)	2	1	2
		44	25.20	203	21.00	6	6,573						
	July 1, 1881	6	21	1	20	6	36,475	1	13 5	5 7	1	1	1
	Mar. 19, 1884	1	18	2	18	6	68,985	1 121	17 0 7 0	9 1 6 6	2	1	2
	Apr. 16, 1883	58	21	57	21	6	31,319	1	12 0	9 4	1	1	1
	July 1, 1881	1	20	2	20	6	16,771	1 141	9 7 13 0	7 0 8 7	1	1	1
		5	17	6	20	6	16,771	(15)			(15)		
	July 1, 1881	6	19	1	21	6	15,240	161 141	24 6 10 4	7 2 6 6	2	1	173
	July 1, 1881	6	22	1	22	6	76,733	(19)			(19)		
	July 1, 1881	130	20	133	18	6	19,000	1 141	9 0 9 6	7 0 6 9	1	1	1
		144	18	141	20	6	19,000	(21)			(21)		
	July 1, 1881	3	25	2	21	6	18,844	222	19 6	7 6	3	1	24
		3	21	2	21	6	23,207	(23)			(23)		
	July 1, 1881	1	29.42	2	29.42	7	28,349	2	14 2	8 8	1	1	1
		3	29.42	4	29.42	7	28,349						
41,701 50	July 1, 1881	2	23.29	1	22.22	7	610,963	227	55 12	9 52	10	2	2731
	July 1, 1881	1	22.09	2	19.69	6	55,150	2	12 0	6 0	2	1	2
	July 1, 1883	3	22	4	21	6	104,123	2	20 6	7 5	3	1	3

<sup>12</sup> Reserve.  
<sup>13</sup> Double daily service, except Sunday.  
<sup>14</sup> Reserve car.  
<sup>15</sup> Car and clerk shown on trains 1 and 2.  
<sup>16</sup> Part baggage-car.  
<sup>17</sup> 1 clerk helper between Rome and Watertown.  
<sup>18</sup> Balance of route (19.88 miles) covered by closed-pouch service. (See Table C.)  
<sup>19</sup> Cars and clerks shown on route 6110.  
<sup>20</sup> Double daily service, Sunday excepted, taking up and discontinuing Spring Valley and New York R. P. O. April 28, 1884.  
<sup>21</sup> Car and clerk shown on trains 130 and 133.

<sup>22</sup> 1 reserve car.  
<sup>23</sup> 1 helper. Utica to Castorland and return.  
<sup>24</sup> 74.34 miles covered by Watertown and Utica R. P. O. (short run).  
<sup>25</sup> Cars and clerks shown on route 6088.  
<sup>26</sup> Balance of route shown on Salt Lake and Juab.  
<sup>27</sup> 1 chief clerk; 6 clerks detailed to office of superintendent; 3 helpers; 1 transfer clerk.  
<sup>28</sup> In connection with Ashtabula and Youngstown R. P. O. gives double service between Andover and Ashtabula, Ohio (24.50 miles), daily, except Sunday.



TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
<i>Omaha, Nebr., and Denver, Colo.</i>	6	570.18	Union Pacific Transfer, Iowa, Denver Junction, Colo. (Union Pac.).	34001 (part)	( <sup>1</sup> )	.....	( <sup>1</sup> )
			Denver Junction (n. o.), La Salle (n. o.), Colo. (Union Pac.).	38017	151.16	1,983	\$19,257 78
			La Salle (n. o.), Denver, Colo. (Union Pac.).	38007 (part)	( <sup>4</sup> )	.....	( <sup>4</sup> )
<i>Omaha and McCook, Nebr.<sup>5</sup></i>	6	325.10	Omaha, Oreopolis Junction Nebr. (Bur. and Mo. Riv. in Nebr.).	34004	16.60	2,617	2,270 88
			Oreopolis Junction, Hastings, Nebr. (Bur. and Mo. Riv. in Nebr.).	34002 <sup>9</sup> (part)	147.50	3,964	22,942 47
			Hastings, McCook, Nebr. (Bur. and Mo. Riv. in Nebr.).	34009 <sup>9</sup> (part)	160.48	495	10,153 57
<i>Omaha, Nebr., and Ogden, Utah.</i>	6	1,035.30	Union Pacific Transfer, Iowa, Ogden City, Utah (Union Pac.).	34001	1,034.08	29,665	449,142 30
<i>Omaha and Stromsburg, Nebr.</i>	6	126.59	Omaha, Valley, Nebr. (Union Pac.).	34001 (part)	( <sup>12</sup> )	... ..	( <sup>12</sup> )
			Valley, Stromsburg, Nebr. (Union Pac.).	34008	90.86	341	5,437 97
<i>Oneida and New York, N. Y.<sup>14</sup></i>	2	275.40	Oneida, Cornwall's Station, N. Y. (New York, Ont. and W.).	6048 (part)	<sup>15</sup> 216.32	466	11,821 37
			Cornwall's Station, New York, N. Y. (N. Y., West Sh. and Buff.).	6129	( <sup>17</sup> )	.....	( <sup>17</sup> )
<i>Ore Hill and Fayetteville, N. C.</i>	3	46.96	Gulf, Fayetteville, N. C. (C., F. and Y. V.).	13011 (part)	<sup>19</sup> 46.96	161	1,925 03
<i>Oshkosh and Milwaukee, Wis.</i>	6	104.90	Oshkosh, Ripon, Wis. (Chi., Mil. and St. Paul).	25008	20.99	513	1,346 08
			Ripon, Milwaukee, Wis. (Chi., Mil. and St. Paul).	2500 <sup>21</sup> (part)	84.40	1,425	8,732 02
<i>Oswego and Binghamton, N. Y.<sup>22</sup></i>	2	115.30	Oswego, Syracuse, N. Y. (i. and S. Div., Del., Lack. and West.).	6064	35.60	1,223	3,378 79
			Syracuse, Binghamton, N. Y. (Syr., Bing. and N. Y.).	6065	80.31	959	6,600 91
<i>Oswego and Oneida, N. Y.<sup>25</sup></i>	2	53.33	Oswego, Oneida, N. Y. (N. Y., Ont. and West.).	6048 <sup>26</sup> (part)	57.40	466	3,533 54
<i>Oswego and Suspension Bridge, N. Y.</i>	2	151.20	Oswego, Lewiston, N. Y. (Rome, Wat. and Ogd., West. Div.).	6038	( <sup>27</sup> )	.....	( <sup>27</sup> )
			Lewiston, Suspension Bridge, N. Y. (N. Y. C. and H. R., West. Div.).	6016 <sup>29</sup> (part)	4.75	1,159	434 58
<i>Owensboro' and Russellville, Ky.<sup>31</sup></i>	5	73.12	Owensboro', Adairville, Ky. (Owens. and Nash.).	20014 <sup>32</sup> (part)	76.99	472	4,300 65
<i>Paducah, Ky., and Memphis, Tenn.<sup>33</sup></i>	5	167.61	Paducah, Ky., Memphis, Tenn., (Ches., Ohio and S. West.).	20009	165.59	550	10,038 87

Distance (374.42 miles) covered by Omaha, Nebr., and Ogden City, Utah, R. P. O.

<sup>2</sup> Two cars in reserve.

Four helpers between Omaha, Nebr., and Denver Junction, Colo., 374 miles.

<sup>4</sup> Distance (46.20 miles) covered by Cheyenne, Wyo., and Denver, Colo., R. P. O.

<sup>5</sup> This line was reported last year as Omaha and Hastings, Nebr., R. P. O., and Hastings and Culbertson, Nebr., R. P. O. These consolidated and curtailed to end at McCook, Nebr., from present line.

One car in reserve.

Balance of route covered by Hastings and Kearney, Nebr., R. P. O. (39 miles), and between Plattsmouth and Oreopolis Junction, Nebr. 4.61 miles, by closed pouches. See Table C<sup>a</sup>.

<sup>a</sup> Reserve.

<sup>9</sup> Balance of route (255.40 miles) covered by McCook, Nebr., and Denver, Colo., R. P. O.

<sup>10</sup> Omaha to Cheyenne.

<sup>11</sup> Two helpers between Omaha and Kearney, 195 miles. These helpers run west on Omaha, Nebr., and Denver, Colo., R. P. O., and east on this line. One clerk detailed as chief clerk, Railway Mail Service, at Omaha, Nebr.; one clerk detailed to transfer duty at Omaha, Nebr.

<sup>12</sup> Omaha to Ogden.

<sup>13</sup> Distance (35.40 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.

<sup>14</sup> Formerly Oswego and Norwich R. P. O. and Norwich and Middletown R. P. O. By extension to Cornwall's Station, increase 24.79 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
\$9,360 50	.....	3	25	4	24	7	417,372	25 1	50 9 60 0	9 3 9 0	6	1	10
3,779 00	Jan. 2, 1882	3	31	4	31	7							
1,155 00	.....	3	31	4	31	7							
415 00	Apr. 1, 1884	1	20	2	20	7	237,973	63 2	39 2 35 8	9 0 9 0	4	2	8
8,687 50	Apr. 1, 1884	1	19	2	24	7							
4,012 00	July 1, 1882	1	27	2	28	7							
51,704 00	July 1, 1882	1	23	2	22	7	757,840	6	60 0	9 0	10 6 12 9	3	11 31. .....
.....	.....	15	21	16	22	6	79,245	2	12 0	6 6	2	1	2
.....	Aug. 16, 1881	15	15	16	15	6							
.....	July 1, 1881	2	24	1	24	6							
.....	.....	2	27	1	26	6	135,737	2 16 2	12 6	7 3	4	1	4
.....	.....	2	27	1	26	6	36,664	(18)	.....	.....	(18)		
.....	July 1, 1880	2	10.69	1	10.54	6	29,397	1	10 10	5 10	1	1	1
.....	July 1, 1883	2	21	1	21	6	13,140	1	11 10	5 10	1	1	20 2
.....	July 1, 1883	2	24	1	25	6	52,527	1	23 0	9 3			
.....	July 1, 1881	4	28	1	28	6	22,160	2	15 7	7 4	3	1	
.....	.....	6	30	5	30	6	22,160	23 1	18 0	6 0			
.....	July 1, 1881	4	34	1	26	6	50,018						
.....	.....	6	24	5	23	6	50,018	(24)	.....	.....	(24)		
.....	July 1, 1881	6	27	5	25	6	36,525	1	12 6	7 6	1	1	1
.....	.....	104	24	117	24	6	91,745	23 1	13 2	7 4	1		
.....	.....	104	24	117	24	6	91,745	1	9 0	7 0	1	(28)	
.....	July 1, 1881	104	24	117	22	6	2,907	(30)	.....	.....	(28)		
.....	Jan. 1, 1884	1	17.80	2	18.39	7	41,232	1	8 0	7 8	2	1	2
.....	Oct. 1, 1882	7	19.83	8	20.19	7	122,690	(34)	(34)	.....	3	1	8

<sup>18</sup> Balance of route, 57.40 miles, covered by Oswego and Oneida R. P. O.<sup>16</sup> Reserve cars.<sup>17</sup> 58.41 miles covered by Albany, Kingston and New York R. P. O.<sup>18</sup> Cars and clerks shown on route 6048.<sup>19</sup> See Table C<sup>o</sup>. Gulf to Greensborough, N. C.<sup>20</sup> One clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.<sup>21</sup> Balance of route, Ripon to Berlin, Wis. (13.08 miles), covered by closed pouches. See Table C<sup>o</sup>.<sup>22</sup> Double service six times per week.<sup>23</sup> Reserve car.<sup>24</sup> Cars and clerks shown on route 6064.<sup>25</sup> Formerly part of Oswego and Norwich R. P. O. (Discontinued.)<sup>26</sup> 216.32 miles covered by Oneida and New York R. P. O.<sup>27</sup> 146.32 miles covered by Richland and Niagara Falls R. P. O. (long run).<sup>28</sup> Clerk shown in Richland and Niagara Falls R. P. O.<sup>29</sup> Balance of route covered by Suspension Bridge and Buffalo R. P. O., 24.25 miles.<sup>30</sup> Car shown on route 6038.<sup>31</sup> Formerly Owensboro' and Ricedale R. P. O.; extended January 1, 1884, to Russellville; increased distance, 33.40 miles.<sup>32</sup> Closed pouches between Russellville and Adairsville.<sup>33</sup> See Louisville and Paducah R. P. O. for remainder of this route.<sup>34</sup> See Louisville and Paducah R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Painesville and Youngstown, Ohio.	5	62.11	Painesville, Youngstown, O. (Paines. and Youngs.).	21046	61.69	186	\$2,637 24
Palestine and Laredo, Tex. <sup>1</sup>	7	418.25	Palestine, Laredo, Tex. (I. and G. N.).	31007	414.54	2,143	53,873 61
Palestine and San Antonio, Tex. <sup>2</sup>	7	.....	.....	.....	.....	.....	.....
Palmer, Mass., and New London, Conn.	1	65.30	Palmer, Mass., New London, Conn. (New Lon. North'n).	5009	65.47	791	4,982 26
Parkersburg, W. Va., and Cincinnati, Ohio.	5	196.05	Parkersburg, W. Va., Cincinnati, Ohio (C., W. & B.).	21028	( <sup>3</sup> )	.....	( <sup>5</sup> )
Penn Haven and Mount Carmel, Pa.	2	47.25	Penn Haven Junction, Mount Carmel, Pa. (Mahanoy Div. Lehigh Val.).	8011 <sup>7</sup> (part)	47.25	225	2,100 74
Pentwater and Muskegon, Mich.	9	44.99	Pentwater, Muskegon, Mich. (Chi. and West Mich.).	24021 <sup>10</sup> (part)	44.99	1,264	4,346 94
Peoria, Ill., and Evansville, Ind.	6	250.10	Peoria, Ill., Evansville, Ind. (Peo., Dec. and Evans.).	23024	250.93	383	13,946 68
Peoria and Galesburgh, Ill.	6	52.80	Peoria, Galesburgh, Ill. (Chi., Burl. and Q'cy).	23009	53.23	1,222	5,052 05
Peoria and Jacksonville, Ill.	6	84.50	Peoria, Jacksonville, Ill. (Wab., St. L. and Pac.).	23038	84.52	682	6,070 22
Peoria and Keithsburg, Ill.	6	92.70	Peoria, Keithsburg, Ill. (Central Iowa).	23068	92.05	275	2,391 12
Peterboro', N. H., and Worcester, Mass.	1	53.80	Peterboro', N. H., Winchendon, Mass. (Cheshire).	3058	16.62	256	767 34
			Winchendon, Worcester, Mass. (Boa., Barre and Gard.).	3057	37.92	856	2,962 78
Phalanx Station and Alliance, Ohio.	5	25.17	Phalanx Station, Alliance, Ohio (Cleve., Youngs. and Pitts.).	21067	25.17	106	1,076 01
Philadelphia, Pa., and Atlantic City, N. J. <sup>14</sup>	2	60.76	Philadelphia, Pa., Atlantic City, N. J. (Camden and Atlantic).	7015	59.51	814	4,579 29
Philadelphia, Pa., and Baltimore, Md.	2	98.04	Philadelphia, Pa., Baltimore, Md. (Phil., Wil. & Balto.).	10001	( <sup>15</sup> )	.....	( <sup>15</sup> )
Philadelphia, Pa., and Bridgeton, N. J. <sup>17</sup>	2	39.60	Philadelphia, Pa., Glassborough, N. J. (West Jersey).	7041	( <sup>18</sup> )	.....	( <sup>18</sup> )
			Glassborough, Bridgeton, N. J. (West Jersey).	7051	21.03	753	1,564 42
Philadelphia, Pa., and Cape May, N. J. <sup>14</sup>	2	83.60	Philadelphia, Pa., Cape May, N. J. (West Jersey).	7041	81.15	845	6,383 25
Philadelphia, Pa., and Crisfield, Md.	2	162.75	Philadelphia, Pa., Wilmington, Del. (Phil., Wil. and Balto.).	10001	( <sup>20</sup> )	.....	( <sup>20</sup> )
			Wilmington, Delmar, Del. (Phil., Wil. and Balto., Del. Div.).	9501	97.02	2,050	12,442 81
			Delmar, Del., Crisfield, Md. (N. Y., Phila. and Norfolk).	9502	38.00	949	3,151 72

<sup>1</sup> This line is divided at San Antonio, Tex., into Palestine and San Antonio R. P. O., 262.72 miles, and San Antonio and Laredo R. P. O., 155.53 miles. Trains 502 and 503 run between Palestine and San Antonio and 501 and 504 between San Antonio and Laredo, Tex.

<sup>2</sup> Held in reserve.

<sup>3</sup> See Palestine and Laredo R. P. O.

<sup>4</sup> Reserve car.

<sup>5</sup> Covered Grafton and Cincinnati R. P. O.

<sup>6</sup> See Grafton and Cincinnati R. P. O.

<sup>7</sup> Balance of route, 5.58 miles, covered by closed-pouch service. See Table C<sup>c</sup>.

<sup>8</sup> Clerk records arrival and departure at Hudsonville by slips.

<sup>9</sup> Reserve cars.

<sup>10</sup> Balance of route, 127.69 miles, covered by Big Rapids and Holland, and Grand Rapids and La Crosse R. P. O's.

<sup>11</sup> One clerk detailed to Chicago and Quincy, Ill. R. P. O.

<sup>12</sup> Reserve.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1880	2	Miles. 17.74	3	Miles. 19.11	6	38,880	1	Ft. In. 12 0	Ft. In. 6 2	1	1	1
	July 1, 1882	503 501	20 17½	502 504	20 17	} 7	{ 192,411 113,848	2 2 *1	22 2 22 2 21 0	9 2 9 2 9 6	4 3	1 1	7
	July 1, 1881	14	24.52	9	25.15	6	40,877	1 *1	10 8 11 4	6 5 6 7	1	1	1
		10	20.60	1	20.15	6	122,727	3	16 0	9 8	4	1	(*)
	July 1, 1881	2	22	3	21	6	25,579	1 *1 *1	18 5 24 6 12 0	8 3 8 2 5 2	1	1	*1
	Apr. 4, 1883	14	15.80	19	20.30	6	28,163	1	13 0	8 10	1	1	1
	July 1, 1883	2	22	1	22	6	156,562	3	19 7	9 1	4	1	4
	July 1, 1883	124	26	127	29	6	33,053	1	19 4	8 11	1	1	1
	July 1, 1883	301	22	302	20	6	52,897	1	13 6	9 5½	1	1	1½2
	July 1, 1883	1	20	2	19	6	58,030	1 121	10 0 13 5	7 8 7 2	2	1	2
	July 1, 1881	33	13.33	3	12.79	6	10,404	1 131	15 0 8 3	6 6 6 10	1	1	1
	July 1, 1881	33	20.56	3	19.30	6	23,273	1 *1 *1	10 3 8 3 7 11	6 6 7 0 6 11			
	July 1, 1880	2	14.52	1	15.13	6	15,756	1	6 5	5 9	1	1	1
	July 1, 1881	25 45	25 27	42 30	25 26	6 6	38,036 38,035	1 1	19 0 13 6	6 8 8 6	1 1	1	2
		27	40	24	27	6	61,373	2 *1	20 0 20 0	8 0 8 0	2	1	1½2
		61	19	66	21	6	11,560	1	14 9	8 0	1	1	2
		63	25	64	27	6	11,560	1	14 9	8 0	1	1	
	July 1, 1881	61	24	66	24	6	13,230						
		63	26	64	31	6	13,230	(19)			(19)		
	July 1, 1881	5 11	34 28	20 8	33 29	6 6	52,334 52,334	1 1 *1 *2 *1 *1 *1 *1	14 9 14 9 14 9 9 6 11 0 10 9 8 0	8 0 8 0 8 0 6 2 8 4 6 2 6 2	1 1	1	2
		1	25	12	27	6	17,225	2 *2	20 0 20 0	8 0 8 0	3	1	2½5
	July 1, 1881	1	26	12	26	6	60,870	(22)			(22)		
	July 1, 1881	1	14	12	18	6	23,787	(22)			(22)		

\* These cars are also used by the Winchendon and Worcester R. P. O. See foot notes that line.

14 Double daily service, Sundays excepted.

15 96 miles covered by New York and Washington R. P. O.

16 Clerk runs south in New York and Washington R. P. O. Train 27.

17 Double daily service, Sundays excepted.

18 17.04 miles covered by Philadelphia and Cape May R. P. O.

19 Cars and clerk shown on route 7041.

20 26.83 miles covered by New York and Washington R. P. O.

21 1 helper, Philadelphia to Clayton and return to Wilmington; 1 clerk on Philadelphia and Dover R. P. O. (short run).

22 Cars and clerks shown on route 10001.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Philadelphia, Pa., and Dover, Del. <sup>1</sup>	2	75.22.	Philadelphia, Pa., Wilmington, Del. (Phil., Wil. and Balto.).	10001	( <sup>2</sup> )	.....	( <sup>2</sup> )
			Wilmington, Dover, Del. (Phil., Wil. and Balto., Del. Div.).	9501	( <sup>4</sup> )	.....	( <sup>4</sup> )
Philadelphia and Harrisburg, Pa. <sup>6</sup>	2	106.55	Philadelphia, Harrisburg, Pa. (Penna.).	8001	( <sup>7</sup> )	.....	( <sup>7</sup> )
Philadelphia, Pa., and Port Deposit, Md. <sup>10</sup>	2	68.80	Philadelphia, Wawa, Pa. (Cent. Div. P., W. and B.).	8003	( <sup>11</sup> )	.....	( <sup>11</sup> )
			Wawa, Pa., Port Deposit, Md. (Cent. Div. P., W. and B.).	8008 (part)	1252.17	1,003	\$4,460 53
Philadelphia and Westchester, Pa. <sup>14</sup>	2	28.50	Philadelphia, West Chester, Pa. (Cent. Div. P., W. and B.).	8003	26.68	1,737	3,102 35
Pierce City, Mo., and Fort Smith, Ark.	7	139.88	Pierce City, Mo., Fort Smith, Ark. (St. L. and S. F.).	28039	139.88	903	11,362 45
Pierce City, Mo., and Vinita, Ind. Ter.	7	73.66	Pierce City, Mo., Vinita, Ind. T. (St. L. and S. F.).	28003 (part)	1673.61	4,236	9,415 46
Pine Bluff and Texarkana, Ark. <sup>17</sup>	7	.....	.....	.....	.....	.....	.....
Pittsburgh, Pa., and Bellaire, Ohio.	5	94.68	Pittsburgh, Pa., Bellaire, Ohio (Penna. Co.).	21003	94.68	1,658	10,685 58
Pittsburgh, Pa., and Chicago, Ill. <sup>19</sup>	5	469.54	Pittsburgh, Pa., Chicago, Ill. (P., F. W. and C.).	21002	468.20	16,420	166,932 02
Pittsburgh, Pa., and Cincinnati, Ohio. <sup>20</sup>	5	313.78	Pittsburgh, Pa., Columbus, Ohio (P., C. and St. L.).	21032	( <sup>21</sup> )	.....	( <sup>21</sup> )
			Columbus, Cincinnati, Ohio (P., C. and St. L.).	21014	120.16	14,608	35,855 74
Pittsburgh, Pa., and Crestline, Ohio.	5	188.92	Pittsburgh, Pa., Crestline, Ohio (P., F. W. and C.).	21002 (part)	( <sup>24</sup> )	.....	( <sup>24</sup> )
Pittsburgh and Fairchance, Pa.	2	75.84	Southwest Junction, Pittsburgh, Pa. (Penna.).	8001	( <sup>26</sup> )	.....	( <sup>26</sup> )
			Southwest Junction, Fairchance, Pa., (S. W. P. Div. Penna.).	8104	44.12	517	2,829 41
Pittsburgh and Saint Louis. (This line is divided at Indianapolis, Ind.) East Division.	5	381.00	Pittsburgh, Pa., Columbus, Ohio (P., C. and St. L.).	21032	193.86	43,985	123,649 73
			Columbus, Ohio, Indianapolis, Ind. (P., C. and St. L.).	21015	189.07	30,837	88,586 85

<sup>1</sup> Short run of the Philadelphia and Crisfield R. P. O.<sup>2</sup> 26.83 miles covered by New York and Washington R. P. O.<sup>3</sup> See Philadelphia and Crisfield R. P. O.<sup>4</sup> 47.37 miles covered by Philadelphia and Crisfield R. P. O.<sup>5</sup> Cars and clerks shown on route 10001.<sup>6</sup> This is part of New York and Pittsburgh R. P. O., but is stated separately for convenience of reference. Double daily service, except Sunday.<sup>7</sup> 105.20 miles covered by New York and Pittsburgh R. P. O.<sup>8</sup> 1 reserve car.<sup>9</sup> 1 helper, Philadelphia to Harrisburg and return daily, except Saturday and Sunday.<sup>10</sup> Double daily service, except Sunday.<sup>11</sup> 18.13 miles covered by Philadelphia and Westchester R. P. O.<sup>12</sup> Balance of route 7.17 miles covered by closed pouch service. (See Table C\*.)<sup>13</sup> Clerks shown on route 8003.<sup>14</sup> Double daily service, except Sunday.<sup>15</sup> Car and clerk shown on trains 6 and 43.<sup>16</sup> 287.20 miles of route 28003, between Saint Louis and Pierce City, Mo., covered by Saint Louis and Halstead R. P. O.<sup>17</sup> See Cairo and Texarkana R. P. O.<sup>18</sup> 4 clerks running in mail apartment cars between Pittsburgh and Crestline; 6 clerks running in mail apartment cars between Crestline and Chicago, 2 of whom act as helpers between Crestline and Fort Wayne; 1 clerk detailed to duty as chief clerk at Crestline; 1 clerk detailed as chief clerk at Chicago; 1 clerk detailed as transfer clerk at Crestline; 1 clerk detailed as transfer clerk at Fort Wayne; 1 clerk detailed as transfer clerk at Mansfield.<sup>19</sup> This line is in two divisions, divided at Crestline. Clerks record arrival and departure at depot at Crestline, but go to the post-office for registered mail; distance, 0.12 mile.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
		38	Miles. 27	24	Miles. 25	6	17,268	1	Fl. In. 18 0	Fl. In. 6 5	1	(2)	
		39	24	34	34	6	20,830	(2)			(5)		
		77	35	14	31	6	66,700	2	15 10	9 5	2	1	26
		71	45	70	31	6	66,700	1	15 10	9 5	2	1	
		8	20	37	25	6	11,800	1	6 8	6 8	2	1	2
		30	27	23	26	6	11,800						
	July 1, 1881	8	22	37	20	6	31,209	1	8 10	6 6	(11)		
		30	21	23	18	6	31,268						
	July 1, 1881	6	20	43	21	6	17,841	1	10 0	6 4	1	1	1
		28	18	17	21	6	17,841	(12)			(13)		
	July 1, 1883	17	17	18	17	7	102,291	1	20 0 <sup>1</sup>	7 0	2	1	2
								1	21 0 <sup>1</sup>	7 0			
	July 1, 1883	3	24 <sup>1</sup>	4	24 <sup>1</sup>	7	53,919	1	22 0 <sup>1</sup>	7 0 <sup>1</sup>	1	1	1
	July 1, 1880	35	24.36	42	23.35	6	59,269	1	19 10	8 7	2	1	2
\$19,592 00	July 1, 1880	11	28.56	4	23.77	7	342,703		50 0	8 4	8	3	120
19,386 00		5	27.07	4	25.91	7	141,905	24	60 0	8 4	3	5	244
		7	25.24	2	23.05	7	141,905						
12,016 00	July 1, 1880	5	29.45	4	30.09	7	67,957						
		7	29.45	2	30.72	7	67,957						
		7	20.99	12	22.22	6	118,264	3	29 0	9 0	4	1	(20)
		42	20	47	25	6	19,770	1	14 10	8 6	1	1	1
	July 1, 1881	42	19	47	19	6	27,707	(27)			(27)		
23,025 60	July 1, 1880	7	25.24	4	25.91	7	141,905	2	60 0	8 4	5	4	113
		1	23.72	2	23.05	7	141,905	1	40 0	8 4			
22,687 25	July 1, 1880	7	25.61	4	24.84	7	138,399	1	60 0	8 4	5	24	
		1	30.00	2	28.21	7	138,399	(21)			(21)		

<sup>20</sup> The day line of this R. P. O. runs west between Pittsburgh and Columbus on same train as Pittsburgh and Saint Louis R. P. O., in separate car. The night line runs east on same train as Pittsburgh and Saint Louis R. P. O., in separate car.

<sup>21</sup> Covered by Pittsburgh and Saint Louis R. P. O.

<sup>22</sup> 2 are letter cars and 2 are newspaper cars, and they are all run through between New York and Cincinnati.

<sup>23</sup> 2 clerks run in mail apartment cars between Columbus and Cincinnati; 2 clerks detailed to duty in office of superintendent 5th division.

<sup>24</sup> Covered by Pittsburgh and Chicago R. P. O., 188.70 miles.

<sup>25</sup> Clerks record arrival and departure at depot Crestline, but go to post-office for registered mail. Appointed to Pittsburg and Chicago R. P. O.

<sup>26</sup> 21.60 miles covered by New York and Pittsburgh R. P. O.

<sup>27</sup> Car and clerk shown on route 8001

<sup>28</sup> The total equipment of this line is 10 cars 60 by 8.4 feet, and 5 cars 40 by 8.4 feet. The figures in the body of the report show the number of

<sup>22</sup>

<sup>20</sup> C1

<sup>21</sup> Cars and clerks shown on route 21032.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
<i>Pittsburgh and Saint Louis</i> —West Division.	...	243.49	Indianapolis, Terre Haute, Ind. (T. H. and Ind.). Terre Haute, Ind., East St. Louis, Ill. (Ind., Van. and St. L.).	22002 22044	74.39 166.09	<i>Pounds.</i> 30,650 30,637	\$35,045 87 74,110 37
Pittsburgh and Washington, Pa. <sup>2</sup>	2	31.62	Pittsburgh, Mansfield Valley, Pa. (Pittsburgh Div. Pitts., Cin. and St. L.). Mansfield Valley, Washington, Pa. (Chartiers Div. Pitts., Cin. and St. L.).	21022 8055	( <sup>4</sup> ) 23.49	..... 1,179	( <sup>4</sup> ) 2,169 06
Pittsburgh and West Brownsville, Pa.	2	54.34	Pittsburgh, West Brownsville, Pa. (Monon. Div. Penna.).	8081	54.52	456	2,897 15
Pittsburgh, Pa., and Wheeling, W. Va.	2	70.66	Pittsburgh, Pa., Wheeling, W. Va. (Wheel. and Pitts. and Pitts. Divs., B. and O.).	8040 <sup>6</sup>	71.09	308	3,586 49
Pittsfield, Mass., and Bridgeport, Conn.	1	110.49	Pittsfield, Mass., Bridgeport, Conn. (Housatonic R. R.).	5012	110.55	1,365	11,153 38
Pittsfield, N. H., and Lawrence, Mass.	1	56.55	Pittsfield, Hooksett, N. H. (Concord R. R.). Hooksett, Manchester, N. H. (Concord R. R.). Manchester, N. H., Lawrence, Mass. (Man. and Law. R. R.).	1004 1001 <sup>10</sup> (part) 3063	20.35 ( <sup>11</sup> ) ( <sup>12</sup> )	291 ..... .....	991 85 ( <sup>11</sup> ) ( <sup>12</sup> )
Plymouth and Concord, N. H.	1	51.40	Plymouth, Concord, N. H. (Bost., Con. and Mont. R. R.).	1005 <sup>12</sup> (part)	( <sup>14</sup> )	.....	( <sup>14</sup> )
Point Pleasant and Charleston, W. Va.	3	57.96	Point Pleasant, Charleston, W. Va. (Ohio Central).	12010	57.70	.....	No pay fixed.
Portage and Madison, Wis.	6	40.51	Portage, Madison, Wis. (Chi., Mil. and St. Paul).	25023	40.77	412	2,835 71
Port Austin and Pt. Huron, Mich. <sup>17</sup>	9	88.04	Port Austin, Palm Station, Mich. (Pt. H. and No. Western). Palm Station, Pt. Huron, Mich. (Pt. H. and No. Western).	24061 24042 <sup>17</sup> (part)	35.16 52.42	135 646	1,503 09 3,675 16
Pt. Huron, Mich., and Chicago, Ill.	9	336.07	Pt. Huron, Mich., Chicago, Ill. (Chi. and G. T.).	24039	338.46	743	25,178 03
Pt. Huron and Detroit, Mich.	9	61.83	Pt. Huron, Detroit, Mich. (Gd. Trunk).	24028	58.65	4,149	9,277 25
Port Jefferson and Long Island City, N. Y. <sup>21</sup>	2	58	Port Jefferson, Hicksville, N. Y. (Long Island). Hicksville, Long Island City, N. Y. (Long Island).	6046 6045	33.50 ( <sup>22</sup> )	535 .....	2,176 83 ( <sup>22</sup> )
Port Jervis and New York, N. Y.	2	89.07	Port Jervis, New York, N. Y. (N. Y., L. E. and West).	6001	( <sup>24</sup> )	.....	( <sup>24</sup> )
Portland and Ashland, Oreg	8	342.69	Portland, Ashland, Oreg. (Oreg. and Cal.).	44001	342.69	1,646	37,758 43
Portland, Me., and Boston, Mass.	1	116.70	Portland, Me., Boston, Mass. (Bos. and Maine).	3011	116.33	4,445	18,897 80

<sup>1</sup> Shown on route 21032, East Division.<sup>2</sup> One of these clerks runs east in Indianapolis, Vandalia and Saint Louis R. P. O., as helper.<sup>3</sup> Double daily service except Sunday.<sup>4</sup> 9.36 miles covered by Pittsburgh and Saint Louis R. P. O.<sup>5</sup> Car and clerk shown on trains 19 and 26.<sup>6</sup> Lap service from Glenwood to Pittsburgh.<sup>7</sup> One of these cars is a reserve car.<sup>8</sup> 1 clerk detailed as transfer clerk at Bridgeport, Conn.<sup>9</sup> Two cars are also used on this line between Hooksett, N. H., and Lawrence, Mass. that

are used by Concord and Claremont R. P. O., changing every day, shown in column No. 17 that line.

<sup>10</sup> Balance of route covered by Saint Albans and Boston R. P. O., 27.28 miles.<sup>11</sup> Covered by Saint Albans and Boston R. P. O., 9 miles.<sup>12</sup> Covered by Lancaster and Boston R. P. O., 27.06 miles.<sup>13</sup> Balance of route covered by Lancaster and Boston R. P. O., 42.67 miles.<sup>14</sup> Covered by Lancaster and Boston R. P. O., 51.34 miles.



in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.			
			Miles.		Miles.				Fe. In.	Fe. In.		
\$12,018 25	July 1, 1880	7	29.40	4	30.86	7	54,454	(1)			4	4
		1	33.05	2	31.92	7	54,454	(1)			4	4
29,170 75	Jan. 1, 1881	7	28.84	4	28.00	7	122,017					
		1	31.27	2	27.78	7	122,017					
		19	14	26	14	6	5,307	1	15 0	9 0	1	1
		23	12	23	14	6	5,307	(2)			(2)	
	May 1, 1884	19	21	26	21	6	14,487	(2)			(2)	
		23	21	22	19	6	14,487	(2)			(2)	
	July 1, 1884	2	18	7	18	6	24,018	1	15 0	6 8	1	1
	May 1, 1884	2	20	3	18	6	44,223	1	8 2	8 0	1	1
	July 1, 1881	10	28.69	13	28.08	6	69,167	4	14 7	6 9	4	5
		8	25.87	7	27.50	6	69,167					
	July 1, 1881	1	12.63	4	16.89	6	12,827					
		1	12	4	20	6	5,624	1	8 0	7 0	1	1
		1	21.86	4	18.79	6	16,939					
		52	23.36	50	23.58	6	31,968	1	10 0	7 0	1	1
								2	10 0	6 10		
			14.70		14.70	6	26,282	1	8 0	8 0	1	1
	July 1, 1883	46	29	45	22	6	25,350	1	13 3	7 7	1	1
	Apr. 4, 1883	3	22.69	2	21.75	6	22,010					
								1	16 6	7 6	1	1
	Apr. 4, 1883	3	22.69	2	21.75	6	33,102	1	9 6	8 0	1	1
	Apr. 4, 1883	4	28.41	1	24.96	6	210,774	3	20 3	9 5	4	5
	Apr. 4, 1883	6	22.30	3	23.45	6	38,705	1	23 0	4 0	1	1
	July 1, 1881	18	23	15	21	6	20,333	1	15 5	7 0	1	1
		32	21	31	22	6	20,333	(12)1	12 4	6 8	1	1
		18	31	15	24	6	15,936	(22)			(22)	
		32	35	31	30	6	2,218					
		16	29	15	27	6	55,758	1	16 6	6 10	1	(24) (25)
	Mar. 15, 1884	1	15.37	2	15.61	6	214,523	2	20 5	8 10	6	6
\$ 435 81	July 1, 1881	70	25.66	75	25.20	6	73,054	1	25 4	9 0	2	2
		94	27.72	15	23.10	6	73,054	1	25 6	9 2	2	2
								2	25 0	6 6		

<sup>11</sup> Reserve car.<sup>12</sup> One clerk runs on Kanawha River route.<sup>13</sup> Balance of route (19.03 miles) Sand Beach to Palm Station, Mich., covered by closed-pouch service. (See Table C.)<sup>14</sup> Held in reserve.<sup>15</sup> One car held in reserve.<sup>16</sup> One clerk detailed to Toledo and Allegan R. P. O.<sup>17</sup> Double daily service between Westbury and Port Jefferson. Clerk records arrival and departure at Port Jefferson by slips.<sup>18</sup> Car and clerk shown on route 6046.<sup>19</sup> 25.50 miles covered by Greenport and New York R. P. O.<sup>20</sup> 87.39 miles covered by New York and Dunkirk R. P. O.<sup>21</sup> See New York and Dunkirk R. P. O.<sup>22</sup> The clerk relieved every third week by a Middletown and New York clerk.<sup>23</sup> Pay not fixed on 8.13 miles.<sup>24</sup> A. m. run from Portland, Me.<sup>25</sup> A. m. run from Boston, Mass.<sup>26</sup> Reserve cars.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
Portland and Corvallis, Oreg	8	97.99	Portland, Corvallis, Oreg. (Oreg. and Cal.).	44002	97.85	Pounds. 360	\$5,271 17
Portland and Fryeburg, Me.	1	50.37	Portland, Fryeburg, Me. (Port. and Ogd.).	10 <sup>1</sup> (part)	( <sup>2</sup> )	.....	( <sup>3</sup> )
Portland, Me., and Gorham, N. H.	1	92.16	Portland, Me., Gorham, N. H. (Grand Trunk).	7 <sup>4</sup> (part)	( <sup>5</sup> )	.....	( <sup>6</sup> )
Portland, Me., and Island Pond, Vt.	1	149.78	Portland, Me., Island Pond, Vt. (Grand Trunk).	77 (part)	149.83	1,829	14,860 14
Portland, Me., and Rochester, N. H.	1	52.74	Portland, Me., Rochester, N. H. (Port. and Roch.).	8	( <sup>10</sup> )	.....	( <sup>10</sup> )
Portland, Me., and Swanton, Vt.	1	232.90	Portland, Me., So. Lunenburg, Vt. (Port. and Ogd.).	10	114.05	1,120	10,336 35
			So. Lunenburg, Swanton, Vt. (St. Johns. and Lake Cham.).	2011	118.00	656	8,272 98
Portland, Me., and Worcester, Mass.	1	147.34	Portland, Me., Rochester, N. H. (Port. and Roch.).	8	55.00	1,809	6,583 50
			Rochester, Nashua, N. H. (Wor. and Nash.).	1012	48.83	1,462	5,125 45
			Nashua, N. H., Worcester, Mass. (Wor. and Nash.).	3066	46.93	2,260	6,179 27
Portsmouth and Cincinnati, Ohio. <sup>15</sup>	5	107.19	Portsmouth, Cincinnati, Ohio (Cin. and East.).	21052	107.19	16 497	7,069 38
Portsmouth and Concord, N. H.	1	59.25	Portsmouth, Concord, N. H. (Concord).	1002	59.66	857	4,692 85
Portsmouth and Manchester, N. H.	1	41.52	Portsmouth, Manchester, N. H. (Concord).	1002 <sup>18</sup> (part)	( <sup>19</sup> )	.....	( <sup>19</sup> )
Postville and Cedar Rapids, Iowa.	6	98.67	Postville, Cedar Rapids, Iowa (Burl. Ced. Rap. and North.).	27002	98.90	370	5,411 81
Pottsville and Philadelphia, Pa.	2	94.13	Pottsville, Philadelphia, Pa. (Phila. and Read.).	8002	92.64	1,817	13,835 53
Pottsville, Tamaqua, and Herndon, Pa. <sup>22</sup>	2	78.74	Pottsville, Herndon, Pa. (M. and S. Brch., Phila. and Read.).	8013	81.03	362	4,365 08
Powers, Mich., and Florence, Wis.	6	42.00	Powers, Mich., Florence, Wis. (Chi. and N. W.).	24032 <sup>24</sup> (part)	41.74	240	1,988 51
Providence, R. I., and New London, Conn.	1	65.24	Providence, R. I., New London, Conn. (N. Y., Prov. and Bos.).	4002	( <sup>25</sup> )	.....	( <sup>25</sup> )
Providence and Pascoag, R. I.	1	23.75	Providence, Pascoag, R. I. (Prov. and Spg.).	4006	23.15	628	1,603 36
Providence, R. I., and Willimantic, Conn.	1	59.04	Providence, R. I., Willimantic, Conn. (N. Y. and N. Eng.).	5007 <sup>26</sup> (part)	58.50	2,831	7,753 00

<sup>1</sup> Balance of route covered by Portland and Swanton R. P. O., 65.05 miles.<sup>2</sup> Covered by Portland and Swanton R. P. O., 49 miles.<sup>3</sup> Shown in column 20, Portland and Swanton R. P. O.<sup>4</sup> Balance of route covered by Portland and Island Pond R. P. O. (57.84 miles) and closed-pouch service between Island Pond, Vt., and Canada Line, 15.72 miles. (See Table C<sup>c</sup>.)<sup>5</sup> Covered by Portland and Island Pond R. P. O., 91.99 miles.<sup>6</sup> Reserve cars.Balance of route covered by closed-pouch service between Island Pond, Vt., and Canada Line, 15.72 miles. (See Table C<sup>c</sup>.)<sup>8</sup> 1 clerk between Portland and South Paris, Me., 47.25 miles; 1 clerk as short stop between Portland and South Paris, Me. (west with Portland and Gorham, and east with Portland and Island Pond R. P. O.).<sup>9</sup> Reserve car.<sup>10</sup> Covered by Portland and Worcester R. P. O., 52.50 miles.<sup>11</sup> This clerk runs from Rochester, N. H., to Portland, Me., with Portland and Worcester R. P. O. as assistant.<sup>12</sup> Shown in column 20, Portland and Worcester R. P. O.<sup>13</sup> 1 clerk between Portland and Fryeburg, Me., 50.37 miles. See columns 18 and 19, that line.<sup>14</sup> 1 clerk between Nashua, N. H., and Worcester,

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks, as pointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Ft. In.	Ft. In.			
..... July 1, 1881		1	12.86	2	14.12	6	61,841	3	10 0	8 10	3	1	3
.....		4	14.84	1	14.84	6	31,531	1	10 0	6 6	1	1	( <sup>2</sup> )
.....		10	18.93	9	18.93	6	57,402	2	17 9	7 6	1	1	1
..... July 1, 1881		2	21.84	1	25.95	6	93,762	*2	22 0	7 0	3	1	*6
.....								1	19 0	7 5			
.....								1	20 3	7 5			
.....		2	23.10		( <sup>11</sup> )	8	16,507	*1	21 6	6 11	1	1	( <sup>12</sup> )
.....								2	15 10	8 10			
..... Aug. 15, 1883		2	20.42	1	19.36	6	71,335	*1	14 10	9 0	4	1	*5
.....								2	18 0	8 8			
..... July 1, 1881		2	18.10	1	17.87	6	74,400	*1	13 8	8 8			
.....									15 0	6 6			
..... July 1, 1881		4	24.50	3	24	6	33,716	1	14 6	8 8	3	2	*3
.....								1	15 10	8 10			
..... July 1, 1881		4	26.74	3	24.64	6	28,854						
.....													
..... July 1, 1881		4	18.42	3	34.53	6	28,864						
..... Aug. 1, 1883		129	11.90	122	14.42	6	65,397	2	12 0	6 0	2	1	2
..... July 1, 1881		10	18	9	19.71	6	37,000	1	15 0	6 0	1	1	*2
.....		2	22.14	0	31.12	6	35,991	1	10 0	6 8	1	1	( <sup>13</sup> )
..... July 1, 1883		52	22	51	24	6	61,787	1	12 0	9 4	1	1	*2
..... July 1, 1881		2	20	3	27	6	59,062	1	15 3	8 7	4	1	*5
.....		4	28	5	24	6	59,051	1	14 8	8 7			
.....		6	23	21	21	6	59,051	1	14 8	8 7			
.....								*1	14 4	8 6			
..... \$600 00 July 1, 1881		1	20	2	22	5.19	42,500	1	12 10	8 8	1	1	2
.....		3	21	4	21	5.19	42,560	1	14 6	10 0	1	1	
.....								*2	12 7	8 7			
.....								*1	8 0	6 5			
..... June 1, 1882		4	21	5	21	7	30,744	1	12 8	8 0	1	1	1
.....													
.....		6	22.85	15	24.48	6	40,840	1	16 8	6 11	2	1	2
.....		23	22.85	11	22.25	6	40,840	1	15 10	6 10			
.....								*1	15 10	6 4			
..... July 1, 1881		53	19.42	50	21.22	6	14,867	1	6 4	5 2	1	1	1
.....		57	18.30	54	19.71	6	14,867						
..... July 1, 1881		13	24.20	20	24.20	6	36,900	1	14 2	6 8	1	1	1

Mass., 46.76 miles; 1 clerk between Portland, Me., and Rochester, N. H., 52.74 miles. See columns 18 and 19, those lines. The Portland and Rochester clerk runs from Rochester to Portland, with Portland and Worcester clerks as assistant.

\* Formerly Rarden and Cincinnati R. P. O. extended to begin at Portsmouth, August 10, 1883, distance, 25.50 miles.

\* Mail carried from Rushtown to Portsmouth by hack, distance about 8 miles.

\* 1 clerk between Portsmouth and Manchester, N. H., 41.52 miles. See columns 18 and 19, that line.

\* Balance of route covered by Portsmouth and Concord R. P. O., 18.26 miles.

\* Covered by Portsmouth and Concord R. P. O., 41.40 miles.

\* Shown in column 20, Portsmouth and Concord R. P. O.

\* One clerk detailed to Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.

\* 1 helper, Philadelphia to Pottsville and return.

\* Double daily service between Pottsville and Shamokin, except Sunday.

\* Balance of route, Florence, Wis., to Crystal Falls, Mich. (16 miles), covered by closed pouches. (See Table C.)

\* Covered by Boston, Providence and New York R. P. O., 62.10 miles.

\* Balance of route covered by Boston and Hopewell Junction R. P. O., 129.08 miles.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Pueblo and Silverton, Colo.	7	377.32	So. Pueblo, Cucharas, Colo. (D. and R. G.).	38001 <sup>1</sup> (part)	50.00	2,233	\$6,541 00
			Cucharas, Antonito, Colo. (D. and R. G.).	38004 <sup>2</sup> (part)	109.82	852	8,628 34
			Antonito, Silverton, Colo. (D. and R. G.).	39002	215.66	956	17,886 88
Quincy, Ill., and Kansas City, Mo. <sup>3</sup>	7	225.76	Quincy, Ill., Cameron, Mo. (H. and St. J.).	28005 (part)	171.51 <sup>4</sup>	7,455	26,981 95
			Cameron, Kansas City, Mo. (H. and St. J.).	28010	54.98	681	10,435 75
Quincy, Ill., and Louisiana, Mo.	6	44.96	Quincy, Fall Creek, Ill. (Chi., Burl. and Qcy.).	23041 <sup>5</sup> (part)	13.50	867	1,173 52
			Fall Creek, Ill., Louisiana, Mo. (Chi., Burl. & Qcy.).	23079	31.46	250	1,452 50
Quincy, Ill., and Trenton, Mo.	7	137.00	Quincy, Ill., Trenton, Mo. (W., St. L. and P.).	28019	137.59	587	9,294 20
Racine, Wis., and Rock Island, Ill.	6	197.88	Racine, Wis., Rock Island, Ill. (Chi., Mil. and St. Paul.)	25024	197.91	2,122	25,720 38
Raleigh and Hamlet, N. C.	3	97.57	Raleigh, Hamlet, N. C. (Raleigh and Aug. Air Line).	13010	97.58	493	6,173 88
Reading and Columbia, Pa.	2	45.78	Reading, Sinking Spring, Pa. (L. V. Brch., Phila. and Read.).	8073	( <sup>11</sup> )	.....	( <sup>11</sup> )
			Sinking Spring, Columbia, Pa. (R. and C. Div., Phila. and Read.).	8081	40.14	2,062	2,059 18
Reading, Pa., and Wilmington, Del.	2	74.07	Reading, Pa., Wilmington, Del. (Wilm. and North.).	8054	73.08	826	3,124 17
Red Bank and Bridgeton, N. J.	2	95.20	Red Bank, Eatontown, N. J. (N. J. Sou. Div., Phila. and Read.).	7049 <sup>16</sup> (part)	3.22	176	137 66
			Eatontown, Whiting, N. J. (N. J. Sou. Div., Phila. and Read.).	7026 <sup>17</sup> (part)	30.23	196	1,292 33
			Whiting, Atsion, N. J. (N. J. Sou. Div., Phila. and Read.).	7029 <sup>18</sup> (part)	23.88	195	1,020 87
			Atsion, Bridgeton, N. J. (N. J. Sou. Div., Phila. and Read.).	7031	37.75	288	1,646 27
Redding and Sacramento, Cal.	8	169.98	Redding, Roseville, Cal. ....	46003	151.74	2,723	21,017 50
			Roseville, Sacramento, Cal. (Central Pac.).	46001 (part)	( <sup>20</sup> )	.....	( <sup>20</sup> )
Red Oak and Eastport, Iowa.	6	50.86	Red Oak, Eastport, Iowa (Chi., Burl. and Q'cy.).	27074	50.74	730	3,730 91
Red Wing and Waterville, Minn.	6	66.73	Red Wing, Waterville, Minn. (Minn. and St. Louis).	26048	66.70	858	3,593 13
Reno and Preston, Minn...	6	57.70	Reno, Preston, Minn. (Chi., Mil. and St. Paul.).	26032	57.72	222	2,517 17
Reno and Virginia City, Nev.	8	52.61	Reno, Virginia City, Nev. (Va. and Truckee).	45001	52.61	1,736	6,117 49
Rice Lake and Eau Claire, Wis. <sup>21</sup>	6	57.39	Rice Lake, Eau Claire, Wis. (Chi., St. P., Minn. and Om.).	25048 <sup>22</sup> (part)	56.33	120	2,016 51

<sup>1</sup> 120 miles of route 38001 covered by Denver, Pueblo and Leadville R. P. O. between Denver and South Pueblo, Colo., and 36.90 miles between Cucharas and El Maro, Colo., covered by closed-pouch service. (See Table C\*.)

<sup>2</sup> 1 clerk detailed as transfer clerk at South Pueblo, Colo.

<sup>3</sup> 91 miles of route 38004 between Antonito, Colo., and Espanola, N. Mex., covered by closed-pouch service. (See Table C\*.)

<sup>4</sup> Full cars in reserve.

<sup>5</sup> Double daily service over this line. Last year

but single daily postal-car service reported on this line.

<sup>6</sup> 36.28 miles of route 28005 between Cameron and Saint Joseph, Mo., covered by Cameron, Saint Joseph and Atchison R. P. O.

<sup>7</sup> 1 acting clerk and 1 clerk detailed to Hannibal and Denison R. P. O.

<sup>8</sup> Chicago, Burlington and Quincy cars.

<sup>9</sup> Balance of route, Fall Creek, Ill., to Hannibal, Mo. (6.29 miles), covered by closed pouches. (See Table C\*.)

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
.....	July 1, 1882	3	19	2	19	7	36,600	5	19 8	7 5	5	1	3
.....	July 1, 1882	3	18	2	18	7	80,388	3	35 8	7 7			
.....	July 1, 1882	3	12	2	12	7	159,210						
\$8,575 50	July 1, 1883	3	22	4	24	7	125,904	2	39 1½	9 1½	4	2	17
		1	24	2	24½	7	125,904						
2,749 00	July 1, 1883	3	22	4	24	7	39,352	2	51 4½	9 6	4	2	
		1	24	2	24½	7	39,352	1	54 9	9 8			
.....	July 1, 1883	209	14	208	13	6	8,451	1	12 0	6 10	1	1	1
.....	July 1, 1883	209	13	208	11	6	19,694						
.....	July 1, 1883	1	20½	2	20	6	85,762	1	21 7½	9 2½	2	1	2
.....	July 1, 1883	1	23	2	22	6	123,873	1	18 2	6 9			
.....	July 1, 1883	1		2		6		1	20 2	9 3	3	1	104
.....	July 1, 1880	1	15.74	2	14.38	6	67,079	1	20 0	9 3			
								2	10 2	8 11	2	1	2
.....	.....	9	30	2	24	6	3,723	1	9 3	6 2	1	1	131
								151	7 1	6 6			
.....	July 1, 1881	9	20	2	20	6	24,936	(14)	.....	.....	(14)		
.....	July 1, 1881	10	20	2	21	6	46,368	1	7 6	6 0	1	1	
								131	6 3	5 7			
.....	July 1, 1881	36	20	37	22	6	2,308	1	8 3	6 9	1	1	
								165	8 3	6 9			
.....	July 1, 1881	36	25	37	23	6	18,936	(18)	.....	.....	(18)		
.....	July 1, 1881	36	25	37	25	6	14,950	(18)	.....	.....	(18)		
.....	July 1, 1881	36	23	37	23	6	23,402	(18)	.....	.....	(18)		
3,793 50	Apr. 1, 1884	12	23.77	11	23.42	7	111,073	1	55 1½	9 5½	2	2	4
456 00	.....	12	23.77	11	23.42	7	13,351						
.....	July 1, 1883	91	25	92	25	6	31,838	1	15 4	8 10	1	1	1
.....	July 1, 1883	25	16	26	15	6	40,763	1	7 4	7 0	1	1	
.....	July 1, 1882	37	14	38	15	6	36,120	1	9 6	5 8	1	1	1
								1	8 11	5 10			
.....	July 1, 1881	1	18.44	2	18.98	7	38,510	1	18 11	8 5½	1	1	1
.....	July 1, 1883	53	24	54	21	6	35,928	1	14 9	7 4½	1	1	1
								1	14 4	7 5			

<sup>10</sup> 1 clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.  
<sup>11</sup> 6 miles covered by Altoona and Harrisburg R. P. O.  
<sup>12</sup> Clerk records arrival and departure at Reading by slips.  
<sup>13</sup> Reserve car.  
<sup>14</sup> Cars and clerk shown on route 8073.  
<sup>15</sup> Balance of route (6.58 miles) covered by closed-pouch service. (See Table C<sup>c</sup>.)  
<sup>16</sup> Reserve cars.  
<sup>17</sup> Balance of route (34.77 miles) covered by closed-pouch service. (See Table C<sup>c</sup>.)

<sup>18</sup> Cars and clerk shown on route 7049.  
<sup>19</sup> Balance of route (9.42 miles) covered by closed-pouch service. (See Table C<sup>c</sup>.)  
<sup>20</sup> Shown on Ogden and San Francisco R. P. O., 18.24 miles.  
<sup>21</sup> This line was reported last year as Rice Lake and Chippewa Falls, Wis., R. P. O. Increased distance run this year, 11.22 miles.  
<sup>22</sup> Balance of route, Chicago Junction to Rice Lake, Wis. (22.78 miles) covered by closed pouches, (See Table C<sup>c</sup>.)  
<sup>23</sup> Pay not fixed on 9.16 miles.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
<i>Richford and Concord, N. H.</i>	1	190. 17	Richford, Newport, Vt. (So. Eastern). Newport, Wells River, Vt. (Pass.). Wells River, Vt., Concord, N. H. (Bos., Conn., and Mont.).	2009 2010 <sup>1</sup> (part) 1005	32. 00 ( <sup>2</sup> ) ..... 94. 01 <sup>4</sup>	Pounds. 651 ..... 2, 450	\$2, 243 52 ( <sup>3</sup> ) ..... 12, 619 90
<i>Richford and Saint Albans, Vt.</i>	1	28. 91	Richford, St. Albans, Vt. (Missisquoi).	2007	28. 91	633	2, 002 30
<i>Richland and Niagara Falls, N. Y.</i> <sup>5</sup>	2	181. 65	Richland, Oswego, N. Y. (Rome, Wat. and Ogd., Western Div.). Oswego, Lewiston, N. Y. (Rome, Wat. and Ogd., West. Div.). Lewiston, Niagara Falls, N. Y. (N. Y. C. and H. R., West. Div.).	6034 6038 6016 (part)	29. 03 146. 64 ( <sup>6</sup> ) .....	895 847 ..... ( <sup>7</sup> )	2, 333 14 11, 534 70 ( <sup>8</sup> ) ( <sup>9</sup> )
<i>Richland and Syracuse, N. Y.</i>	2	42. 33	Richland, Pulaski, N. Y. (L. O. Div. Rome., Wat. and Ogd.). Pulaski, Syracuse, N. Y. (Syr. Div. Rome, Wat. and Ogd.).	6034 6037	( <sup>10</sup> ) 38. 48	..... 655	( <sup>10</sup> ) 2, 697 83
<i>Richmond, Lynchburgh and Clifton Forge, Va.</i>	3	230. 54	Richmond, Lynchburg, Va. (R. and A.). Clifton Forge, Lynchburgh, Va. (R. and A.).	11023 11027	147. 50 87. 47	235 204	8, 827 87 4, 487 21
<i>Richmond and Clifton Forge, Va.</i>	3	193. 47	Richmond, Clifton Forge, Va. (C. and O.).	11005 <sup>12</sup> (part)	190. 93	1, 251	20, 242 39
<i>Richmond and Danville, Va.</i>	3	141. 08	Richmond, Danville, Va. (R. and D.).	11006 (part)	140. 60	9, 206	30, 293 68
<i>Richmond, Va., and Wilmington, N. C.</i>	3	246. 17	Richmond, Petersburg, Va. (Richmond and Petersburg). Petersburgh, Va., Weldon, N. C. (Petersburgh). Weldon, Wilmington, N. C. (Weldon and Wilmington).	11008 11009 13002	23. 39 65. 31 162. 07	9, 440 7, 899 5, 833	5, 099 72 13, 178 25 29, 099 66
<i>Richmond and Stanford, Ky.</i> <sup>16</sup>	5	35. 16	Richmond, Richmond Jct., Ky. (Ky. Centl.).	20030	84. 48	89	1, 474 02
<i>Rockaway and High Bridge, N. J.</i>	2	30. 57	Rockaway, High Bridge, N. J. (H. B. Br'ch Phila. and Read.).	7040	30. 31	97	1, 295 75
<i>Rock Island and Peoria, Ill.</i>	6	92. 20	Rock Island, Peoria, Ill. (R. Isl'd and Peoria).	23040	91. 60	875	7, 284 03
<i>Rock Island, Ill., and Saint Louis, Mo.</i>	6	248. 99	Rock Island, Ill., Saint Louis, Mo. (Chi., Burl. and Q'cy).	23005	245. 52	2, 279	32, 327 61
<i>Rochester and Corning, N. Y.</i>	2	95. 13	Rochester, Avon, N. Y. (Roch. Div. N. Y., L. E. and W.). Avon, Corning, N. Y. (Roch. Div. N. Y., L. E. and W.).	6005 6007 <sup>18</sup> (part)	19. 09 76. 47	1, 021 1, 132	1, 648 67 6, 930 48
<i>Rochester and Niagara Falls, N. Y.</i>	2	74. 89	Rochester, Niagara Falls, N. Y. (R. and N. F. Div. N. Y. C. and H. R.).	6018	76. 00	3, 495	11, 306 52

<sup>1</sup> Balance of route covered by Newport and Sp'g R. P. O. (105.30 miles), and closed-pouch service between Newport and Derby Line, 9.72 miles. See Table C.

<sup>2</sup> Covered by Newport and Sp'g R. P. O. (65.10 miles).

<sup>3</sup> Reserve car.

<sup>4</sup> See also Lancoas. and Boston R. P. O.

<sup>5</sup> See Oswego and Suspension Bridge R. P. O. (short run).

<sup>6</sup> One reserve car.

<sup>7</sup> Clerks record arrival and departure at Niagara Falls by slips. One clerk on Oswego and Suspension Bridge R. P. O. (short run).

<sup>8</sup> Cars and clerks shown on route 6034.

<sup>9</sup> Covered by Suspension Bridge and Buffalo R. P. O. (1.80 miles), and Oswego and Suspension Bridge R. P. O. (4.75 miles).

<sup>10</sup> 4.22 miles covered by Richland and Niagara Falls R. P. O.

<sup>11</sup> Car and clerk shown on route 6034.

<sup>12</sup> See also Norfolk, Newport News, and Richmond R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures.)		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
	July 1, 1881	4	19.59	61	20.91	6	17,480	1	15 7	6 10	4	1	4
\$609 98		4	22.77	61	27.64	6	38,200	1	15 0	6 9			
880 87	July 1, 1881	4	21.57	61	20.92	6	63,366	1	16 0	7 1			
	July 1, 1881	2	10.50	3	11.19	6	18,097	1	8 4	6 10	1	1	
	July 1, 1881	110	20	113	23	6	18,034	2	22 10	6 10	3	1	4
	July 1, 1881	110	24	113	23	6	91,674	(9)			(9)		
		110	12	113	14	6	4,005	(9)			(9)		
		128	22	123	22	6	2,953	1	9 0	7 0	1	1	1
	July 1, 1881	128	21	123	22	6	23,546	(12)			(12)		
	July 1, 1881	1	23.15	2	24.44	6	91,946	3	16 0	8 0	4	1	4
	July 1, 1881	1	24.47	2	21.39	6	52,371						
	July 1, 1881	1	22.65	6	23.82	6	121,112	1	18 8	9 0	4	1	127
		5	23.11	2	19.75	6	142,728	1	18 3	8 7	4	1	
3,515 00	July 1, 1881	50	22.19	51	24.56	7	102,988	1	18 9	8 11	2	1	2
1,871 20	July 1, 1881	40	33.65	43	28.73	7	17,038	2	4 12	8 10	4	1	1511
		48	26.54	47	25.08	7	17,038	144	50 2	8 9	4	1	
5,224 80	July 1, 1881	40	23.27	43	27.72	7	44,530	143	50 0	8 9			
		48	26.33	47	24.72	7	44,530	141	50 0	8 6			
12,965 60	July 1, 1881	40	36.54	43	32.20	7	118,135						
		48	28.48	47	28.90	7	118,135						
	Mar. 1, 1881	42	12.18	61	11.19	6	22,010	1	9 7	6 6	1	1	1
	July 1, 1881	15	23	10	23	6	19,137	1	8 0	6 8	1	1	1
	July 1, 1883	4	26	1	26	6	57,717	1	16 0	9 0	2	1	2
	Apr. 1, 1884	2	24	1	24	6	155,868	171	11 11	9 0	4	1	4
	July 1, 1881	2	32	3	32	6	11,837	2	19 2	8 9			
	July 1, 1881	2	24	3	26	6	47,715	1	14 6	9 2	2	1	2
	July 1, 1881	2	24	3	26	6	47,715	(19)			(19)		
	July 1, 1881	21	26	16	26	6	46,882	1	21 0	8 4	2	201	213

<sup>12</sup> One detailed from Wash. and Rich. R. P. O.; clerks on trains 1 and 6 (day line) run between Richmond and Clifton Forge, Va.; clerks on trains 2 and 5 (night line) run between Richmond and White Sulphur Springs, W. Va.  
<sup>14</sup> Cars run between Washington, D. C., and Wilmington, N. C.; one in reserve.  
<sup>15</sup> One helper on train No. 48 from Richmond to meeting point of train No. 47; 1 helper on train No. 47 from Wilmington to meeting point of train No. 48; 1 transfer clerk at Richmond, Va.

<sup>16</sup> Clerks run between Winchester and Stanford over Cincinnati and Richmond R. P. O. between Winchester and Richmond.  
<sup>17</sup> Reserve.  
<sup>18</sup> Balance of route (34.50 miles) covered by Dansville and Buffalo R. P. O., 1 clerk every third week relieves the Dansville and Buffalo clerk.  
<sup>19</sup> Car and clerks shown on route, 6005.  
<sup>20</sup> This clerk runs only to Suspension Bridge, N. Y.  
<sup>21</sup> One clerk on transfer duty at Suspension Bridge, N. Y.



TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.  <i>Pounds.</i>	Annual pay June 30, 1884, for transportation.
Rochester and Olean, N. Y.	2	106.53	Rochester, Hinsdale, N. Y. (Roch. Div. Buff., N. Y. and Phila.). Hinsdale, Olean, N. Y. (Buff. Div. Buff., N. Y. and Phila.).	6123 6058	99.92 ( <sup>1</sup> )	258 .....	\$4,613 80 ( <sup>1</sup> )
Rochester, N. Y., and Punxsutawney, Pa. <sup>4</sup>	2	228.82	Rochester, Bradford Junction, N. Y. (Roch. and Pitts.). Bradford Junc., N. Y., Punxsutawney, Pa. (Roch. and Pitts.).	6102 (part) 6127	107.81 <sup>5</sup> 120.73	292 383	5,244 66 6,297 27
Rockland and Beaumont, Tex. <sup>6</sup>	7	73.52	Rockland, Beaumont, Tex. (S. and E. T.).	31029	75.85	102	2,383 81
Rockland and Brunswick, Me.	1	58.78	Rockland, Woolwich, Me. (Knox. and Lincoln). Bath, Brunswick, Me. (Me. Cen.).	15 11	48.86 9.14	1,039 1,410	4,386 65 937 76
Rogersville and Bull's Gap, Tenn.	3	16.27	Rogersville, Bull's Gap, Tenn. (Rogersville and Jefferson).	19003	16.40	117	701 10
Rome and Macon, Ga. ....	4	162.12	Rome, Macon, Ga. (E. T., V. and G.).	15013 (part)	160.94 <sup>9</sup>	1,017	10,686 02
Rondout and Stamford, N. Y. <sup>11</sup>	2	74.32	Rondout, Stamford, N. Y. (Ulster and Del.).	6073	73.64	680	5,288 82
Rosenberg and Victoria, Tex.	7	93.05	Rosenberg, Victoria, Tex. (N. Y., T. and M.).	31036	91.85	407	5,262 08
Rouse's Point and Albany, N. Y. <sup>12</sup>	2	114.54	Rouse's Point, West Chazy, N. Y. (S. and C. Div. Del. and Hud. Canal Co.). West Chazy, Albany, N. Y. (S. and C. Div. Del. and Hud. Canal Co.).	6033 6026 (part)	14.78 177.00 <sup>15</sup>	2,771 126	2,047 17 26,937 63
		101.98	Rutland, Castleton, Vt. (R. Div. Del. and Hud. Canal Co.). Castleton, Vt., Whitehall, N. Y. (R. Div. Del. and Hud. Canal Co.).	6024 6098	( <sup>17</sup> ) 14.34	..... 565	( <sup>17</sup> ) 956 33
Ruthven and Des Moines, Iowa.	6	137.59	Ruthven, Tara, Iowa (Des M. and Ft. Dodge). Tara, Des Moines, Iowa (Des M. and Ft. Dodge).	27087 27031 <sup>10</sup>	54.98 82.56	124 758	2,350 39 6,141 63
Rutland, Vt., and Hoosac Junction, N. Y.	1	59.64	Rutland, No. Bennington, Vt. (Bennington and Rutland). No. Bennington, Vt., State Line (Bennington and Rutland). State Line, Hoosac Junc., N. Y. (Troy and Bos.).	6052 <sup>20</sup> (part) 2018 6116	( <sup>21</sup> ) ( <sup>21</sup> ) ( <sup>21</sup> )	..... ..... .....	( <sup>21</sup> ) ( <sup>21</sup> ) ( <sup>21</sup> )
Rutland, Vt., and Troy, N. Y.	2	94.28	Rutland, Vt., Eagle Bridge, N. Y. (R. and W. Div. Del. and Hud. Canal Co.). Eagle Bridge, Mechanicsville, N. Y. (Bos., Hoosac T., and West.). Mechanicsville, Troy, N. Y. (S. C. Div. Del. and Hud. Canal Co.).	6024 6107 6026	62.87 20.47 ( <sup>22</sup> )	619 1,194 .....	4,300 30 1,557 76 ( <sup>22</sup> )

<sup>1</sup> 6.96 miles covered by Buffalo and Emporium R. P. O.<sup>2</sup> Reserve car.<sup>3</sup> Cars and clerks shown on route 6123.<sup>4</sup> Formerly Rochester and Bradford R. P. O.; extended to Punxsutawney, increase 120.73 miles, July 16, 1883; curtailed to end at Salamanca, decrease 120.07 miles, Dec. 12, 1883; extended to Punxsutawney April 24, 1884.<sup>5</sup> Balance of route (1.33 miles) covered by closed-pouch service. (See Table C<sup>c</sup>.)<sup>6</sup> Cars and clerks shown on route 6102.<sup>7</sup> Reserve cars.<sup>8</sup> Not reported last year (new service).<sup>9</sup> Balance of route shown on Macon and Brunswick R. P. O., 190.58 miles.<sup>10</sup> Two reserve cars.<sup>11</sup> Double daily service for 3 months in the year.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars of cars in			Number of crew.	Number of clerks to crews.	Number of clerks appointed to line.		
		Train No. outward.	Average speed.	Train No. inward.	Average speed.										
			Miles		Miles.				Ft.	In.					
.....	July 1, 1881	30	22	35	23	6	62,254	1	15	6	8	9	2	1	2
								1	15	6	8	9			
.....		30	21	35	21	6	4,434	( <sup>2</sup> )					( <sup>2</sup> )		
.....	July 1, 1881	1	25	4	22	6	67,301	2	15	0	9	0	4	1	4
.....	July 16, 1883	1	18	4	17	6	75,628	( <sup>2</sup> )					( <sup>2</sup> )		
								1	15	0	9	0			
								1	14	0	7	0			
								2	8	3	6	10			
.....	Aug. 15, 1881	36	9	37	10	6	46,034	2	7	0	7	0	2	1	2
.....	July 1, 1881	2	13.96	68	13.37	6	30,825	1	14	6	7	1	2	1	2
		4	23.52	54	18.37	6	30,825	2	15	9	6	6			
.....	July 1, 1881	2	13.05	68	20.68	6	5,970	2	12	6	6	5			
		4	7.45	54	20.68	6	5,970								
.....	July 1, 1880		12.93		12.63	6	10,185	1	6	6	6	0	1	1	1
.....	July 1, 1880	53	20	54	20	6	101,467	104	15	0	7	2	2	1	2
.....	July 1, 1881	1	18	10	19	6	58,123	102	16	0	6	6	2	1	2
.....	Aug. 16, 1882	1	16	3	16	7	68,114	2	14	7	6	6	2	1	2
.....	July 1, 1881	6	31	3	24	6	77,979	1	21	0	7	0	2	1	146
.....	July 1, 1881	6	23	3	25	6	111,474						( <sup>10</sup> )		
.....		6	30	3	27	6	6,788	102	31	0	7	0	2	1	
.....	July 1, 1881	6	26	3	22	6	8,881	( <sup>10</sup> )					( <sup>10</sup> )		
.....	July 1, 1883	2	21	1	24	6	34,417	2	13	0	9	3	2	1	2
.....	July 1, 1883	2	21	1	24	6	51,714	101	14	0	7	0			
.....		4	17.03	7	24.18	6	32,925								
.....		4	18.49	7	22.20	6	1,105	1	17	9	6	6	1	1	1
.....		4	25.20	7	25.20	6	3,304								
.....	July 1, 1881	42	24	43	25	6	89,563	1	16	0	6	11	2	1	2
.....	July 1, 1881	42	24	43	25	6	12,560	( <sup>12</sup> )					( <sup>12</sup> )		
.....		42	14	43	13	6	6,882	( <sup>12</sup> )					( <sup>12</sup> )		

<sup>1</sup> 1 reserve car.<sup>2</sup> This R. P. O. is in 2 divisions: Rouse's Point and Whitehall, 114.54 miles; Albany and Rutland, 101.98 miles.<sup>3</sup> 2 helpers Albany to Rutland.<sup>4</sup> Balance of route, 11.79 miles, covered by closed-pouch service. (See Table C.)<sup>5</sup> Cars and clerks shown on routes 6033 and 6024.<sup>6</sup> 10.67 miles covered by Rutland and Troy R. P. O.<sup>7</sup> Balance of route, Fort Dodge to Tara, Iowa, (8.13 miles) covered by closed pouches. (See Table C.)<sup>10</sup> Reserve.<sup>11</sup> Balance of route covered by closed-pouch service between No. Bennington and Bennington, Vt., 4.78 miles. (See Table C.) This clerk registers only at Rutland, Vt.<sup>12</sup> Covered by Saint Albans and Hoonso Junction R. P. O.<sup>13</sup> Cars and clerks shown on route 6024.<sup>14</sup> 10.84 miles covered by Rouse's Point and Albany R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Sacramento, Benecia, and San Francisco, Cal.	8	90.69	Sacramento, San Francisco, Cal. (Central Pac.).	46001 (part)	( <sup>1</sup> )	.....	(
Sacramento and San Francisco, Cal.	8	140.90	Sacramento, San Francisco, Cal. (Central Pac.).	46028	140.05	1,667	\$15,926 48
Sag Harbor and New York, N. Y. <sup>2</sup>	2	100.75	Sag Harbor, Long Island City, N. Y. (Long Island).	6093	99.67	857	7,840 04.
Saint Albans, Vt., and Ogdensburgh, N. Y.	2	143.05	Saint Albans, Vt., Rouse's Point, N. Y. (W. Div. Central Vermont).	2001 <sup>6</sup> (part)	24.10	3,516	3,606 08
			Rouse's Point, Ogdensburgh, N. Y. (Ogd. and L. Champlain).	6053	119.28	1,133	10,810 34
Saint Albans, Vt., and Boston, Mass.	1	265.40	Saint Albans, Essex Junction, Vt. (Ct. Ver.).	2001 <sup>7</sup> (part)	24.50	3,516	3,665 94
			Essex Junction, White River Junction, Vt. (Ct. Ver.).	2002 <sup>9</sup> (part)	96.00	4,394	16,513 59
			White River Junction, Vt., Concord, N. H. (Northern).	1008	69.64	4,889	11,789 35
			Concord, Nashua, N. H. (Con.).	1001	36.28	7,806	7,289 74
			Nashua, N. H., Lowell, Mass. (Bos. and Low.).	3073	14.77	6,292	2,727 72
			Lowell, Boston, Mass. (Bos. and Low.).	3016	26.02	7,276	5,072 33
Saint Albans, Vt., and Hoosac Junction, N. Y.	1	159.36	Saint Albans, Burlington, Vt. (Ct. Ver.).	2001 <sup>12</sup> (part)	( <sup>13</sup> )	.....	( <sup>13</sup> )
			Burlington, Rutland, Vt. (Ct. Ver.).	2003 <sup>14</sup> (part)	( <sup>15</sup> )	.....	( <sup>15</sup> )
			Rutland, North Bennington, Vt. (Benn. and Rutland).	2015 <sup>17</sup> (part)	52.82	2,537	7,135 45
			North Bennington, State Line, Vt. (Benn. and Rutland).	2018	1.99	2,537	277 34.
			State Line, Hoosac Junction, N. Y. (Troy and Bos.).	6116	5.50	2,660	757 13.
Saint Joseph and Albany, Mo.	7	51.19	Saint Joseph, Mo., Albany, Mo. (St. J. and D. M.).	28037	51.19	367	2,757 60
Saint Joseph, Mo., and Grand Island, Nebr.	7	252.54	Saint Joseph, Mo., Grand Island, Neb. (St. J. and W.).	33007	252.88	722	15,264 71
Saint Louis, Mo., and Atchison, Kans. <sup>18</sup>	7	283.13	Saint Louis, Mo., Atchison, Kans. (Mo. Pac.).	28001 <sup>19</sup>	283.13	29,295	139,256 81
		47.07	.....	.....	48.07	.....	.....
Saint Louis, Mo., and Cairo, Ill.	6	153.60	Saint Louis, Mo., Cairo, Ill. (Cairo and St. Louis).	23053	153.60	661	10,900 99
Saint Louis, Mo., and Columbus, Ky.	7	196.41	Saint Louis, Bismarck, Mo. (St. L., I. M. and S.).	28002	( <sup>22</sup> )	.....	( <sup>22</sup> )
			Bismarck, Mo., Columbus, Ky. (St. L., I. M. and S.).	28034	121.28	1,005	10,369 44
Saint Louis, Mo., and Eldorado, Ill.	6	124.50	Saint Louis, Mo., Eldorado, Ill. (St. L., Alton and T. Haute).	23030	121.65	1,981	15,498 21

<sup>1</sup> Shown on Ogden and San Francisco R. P. O., 89.79 miles.

<sup>2</sup> See Babylon and New York R. P. O. (short run).

<sup>3</sup> 1 clerk on Babylon and New York R. P. O.; 1 clerk on transfer duty at Long Island City, N. Y.

<sup>4</sup> Reserve cars.

<sup>5</sup> Balance of route covered by Essex Junction and Boston R. P. O., 8.50 miles, and Saint Albans and Boston R. P. O., 24.50.

<sup>6</sup> Cars and clerks shown on route 2001.

<sup>7</sup> Balance of route covered by Essex Junction and Boston R. P. O., 8.50 miles, and by Saint Albans to Ogdens R. P. O., 24.10 miles.

1 clerk detailed as transfer clerk, Concord, N. H.; 1 clerk detailed as transfer clerk, Saint Albans, Vt.; 1 clerk detailed as chief clerk, Boston, Mass.; 1 clerk detailed to office superintendent, Boston, Mass.

<sup>9</sup> Balance of route covered by White River Junction and Springfield R. P. O., 14.13 miles.

<sup>10</sup> Parts of cars.

<sup>11</sup> Reserve car. Part of a car.

<sup>12</sup> Balance of route covered by Saint Albans and Ogdens R. P. O., 24.10 miles.

<sup>13</sup> Covered by Saint Albans and Boston R. P. O., 24.50 miles, and Essex Junction and Boston R. P. O., 8.50 miles.

<sup>14</sup> Balance of route covered by Essex Junction and Boston R. P. O., 52.69 miles.

<sup>15</sup> Covered by Essex Junction and Boston R. P. O., 67.70 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.		
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.					
		12	Miles. 23.44	11	Miles. 22	7	66,384	1	Ft. 21	In. 4	Ft. 8	In. 10	2	1	2
	July 1, 1881	26	23.27	25	20.97	7	103,188	2	17	10	8	11	3	1	3
	July 1, 1881	36	21	11	23	6	63,070	1	15	0	8	0	2	1	4
	July 1, 1881	50	20	67	24	6	15,042	41 41 1 42	14 10 13 18	10 6 4	6 5 6 6	8 10 10	2	1	2
	July 1, 1881	50	28	67	28	6	74,507	(*)					(*)		
\$1,225 00	July 1, 1881	67	34.18	127	24.50	6	15,148	1	42	6	9	0	8	2	20
4,800 00	July 1, 1881	53	24.50	31	29.40	6	15,148	1	42	8	8	9			
	July 1, 1881	67	27.82	127	22.58	6	59,907	101	34	4	6	11			
	July 1, 1881	53	24.51	31	26.79	6	59,907	101	35	1	6				
2,828 77	July 1, 1881	67	26.02	127	23.13	6	43,405	111	32		6	8			
1,451 20	July 1, 1881	53	22.14	31	26.02	6	43,405								
	July 1, 1881	67	30.00	127	30.00	6	22,523								
	July 1, 1881	53	22.82	31	30.00	6	22,523								
738 50	July 1, 1881	67	24.36	127	28.41	6	9,057								
	July 1, 1881	53	24.36	31	31.58	6	9,057								
1,301 00	July 1, 1881	67	27.81	127	34.02	6	16,100								
	July 1, 1881	53	26.86	31	31.89	6	16,100								
345 15		63	27.85	15	32.50	6	16,195	1	22	5	7	2	3	1	3
								1	22	6	6	9			
713, 66		63	32.25	15	28.80	6	43,238	161	18	8	6	4			
557 55	July 1, 1881	63	30.58	15	30.00	6	33,923								
19 64	July 1, 1881	63	22.20	15	22.20	6	2,103								
53 41	July 1, 1881	63	30.24	15	27.48	6	4,300								
	July 1, 1883	1	13	2	13	6	32,045	1	7	1	5	10	1	1	1
	July 1, 1882	3	20	4	21	7	184,859	2	20	0	9	4	4	1	4
								2	12	7	9	4			
80,732 50	July 1, 1883	1	27	2	27	7	207,251	2	60	0	9		4	4	2056
		3	24	4	27	7	207,251	2	60	0	9		4	4	
		3	21	4	24	6	29,465						1	1	
	July 1, 1883	1	19	2	19	6	96,153	42 2 21 2	60 12 16 13	0 6 0 6	9 7 7 9	3 8 8 0	3 3 3	1 1 1	3 3 3
		607	21	608	21	7	55,046								
	July 1, 1883	607	21	608	21	7	88,726								
	July 1, 1883	231	22	4	22	6	38,968	231	24	6	9	2	3	1	3
		241	14	4	13	6	38,968	241	8	11	6	4			
								211	18	6	9	3			

<sup>16</sup> Reserve car.  
<sup>17</sup> Balance of route covered by closed pouch service between North Bennington and Bennington, 4.78 miles. (See Table C.)  
<sup>18</sup> Double daily service between Saint Louis and Kansas City, Mo., 283.13 miles, and single daily service between Kansas City and Atchison, 47.07 miles.  
<sup>19</sup> Kansas City, Pleasant Hill and Joplin R. P. O. also runs over 37.50 miles of route 28001, between Kansas City and Pleasant Hill, Mo. Sedalia and Kansas City R. P. O. also runs over 11.50 miles of route 28001, between Kansas City and Independence, Mo.  
<sup>20</sup> 6 helpers; 5 clerks detailed to office superin-

tendent; 1 clerk detailed as chief clerk at large; 1 as chief clerk, Union Depot, Saint Louis; 1 as chief clerk at Kansas City; 1 as chief clerk at Denver; 1 as chief clerk at El Paso; 3 clerks detailed to transfer service, Union Depot, Saint Louis; 1 to transfer service, Kansas City; 1 to transfer service at Atchison; and one as assistant to chief clerk at Kansas City; and 1 detailed as chief examiner; 1 clerk on this line is an acting clerk.  
<sup>21</sup> Reserve.  
<sup>22</sup> 75.28 miles distance on route 28002, covered by Saint Louis and Texarkana R. P. O.  
<sup>23</sup> Saint Louis to Duquoin.  
<sup>24</sup> Duquoin to Eldorado.

TABLE A<sup>2</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
<i>Saint Louis, Mo., and Little Rock, Ark.</i> <sup>1</sup>	7	.....	.....	.....	.....	.....	.....
<i>Saint Louis and Kansas City, Mo.</i> <sup>2</sup>	7	.....	.....	.....	.....	.....	.....
<i>Saint Louis, La., and Kansas City, Mo.</i>	7	324.07	East St. Louis, Ill., Kansas, Mo. (C. and A.).	28022	322.17	1,664	\$37,051 21
<i>Saint Louis, Moberly, and Kansas City, Mo.</i> <sup>3</sup>	7	276.80	St. Louis, Kansas City, Mo. (W., St. L. and P.).	28004	277.20	7,026	53,327 73
<i>Saint Louis and Pierce City, Mo.</i> <sup>4</sup>	7	.....	.....	.....	.....	.....	.....
<i>Saint Louis and Springfield, Mo.</i> <sup>5</sup>	7	.....	.....	.....	.....	.....	.....
<i>Saint Louis, Mo., and Texarkana, Ark.</i> <sup>10</sup>	7	491.72	St. Louis, Bismarck, Mo. (St. L., I. M. and So.).	28002 <sup>11</sup>	75.28	15,771	21,497 71
			Bismarck, Mo., Texarkana, Ark. (St. L., I. M. and So.).	28026	414.20	13,140	89,926 34
<i>Saint Louis, Mo., and Halstead, Kans.</i> <sup>14</sup>	7	530.52	St. Louis, Pierce City, Mo. (St. L. and S. F.).	28003 (part)	287.20 <sup>15</sup>	4,236	36,735 75
			Pierce City, Mo., Halstead, Kans. (St. L. and S. F.).	28020	243.67	1,627	25,937 87
<i>Saint Paul, Minn., and Bismarck, Dak.</i> <sup>18</sup>	6	470.20	St. Louis, Pierce City, Mo. <sup>17</sup>	.....	.....	.....	.....
<i>Saint Paul, Minn., and Elroy, Wis.</i>	6	197.08	St. Paul, Minn., Bismarck, Dak. (North. Pac.).	28001 <sup>19</sup>	469.60	1,176	48,504 98
<i>Saint Paul, Minn., and Sioux City, Iowa.</i>	6	270.43	St. Paul, Minn., Elroy, Wis. (Chi., St. P., Minn. and Om.).	25030	197.02	2,511	21,293 92
<i>Saint Paul, Minn., and Sioux Falls, Dak.</i>	6	240.57	St. Paul, Minn., Sioux City, Iowa (Chi., St. P., Minn. and Om.).	26025	270.11	2,903	29,584 61
			St. Paul, Worthington, Minn. (Chi., St. P., Minn. and Om.).	28025 (part)	( <sup>20</sup> )	.....	.....
<i>Saint Vincent and Saint Paul, Minn.</i>	6	389.65	Worthington, Minn., Sioux Falls, Dak. (Chi., St. P., Minn. and Om.).	26020 <sup>21</sup>	62.72	294	3,036 97
			St. Vincent, St. Cloud, Minn. (St. Paul, Minn. and Man.).	26004	316.69	3,730	38,557 00
			St. Cloud, Minneapolis, Minn. (St. Paul, Minn. and Man.).	26040	64.81	5,940	11,692 37
			Minneapolis, St. Paul, Minn. (St. Paul, Minn. and Man.).	26006 (part)	( <sup>22</sup> )	.....	.....
<i>Salamanca, N. Y., and Kent, Ohio.</i>	5	191.80	Salamanca, N. Y., Kent, Ohio. (N. Y., P. and O.).	21034 (part)	191.67	1,189	17,872 97
<i>Salisbury and Warm Springs, N. C.</i>	3	182.02	Salisbury, Warm Springs, N. C.	13006	183.67	541	15,861 74
<i>Salina and McPherson, Kans.</i>	7	37.07	Salina, McPherson, Kans. (S. and S. W.).	33028	37.07	166	1,584 74

<sup>1</sup> See Saint Louis and Texarkana R. P. O.<sup>2</sup> See Saint Louis and Atchison R. P. O.<sup>3</sup> Trains 41 and 42 run between Saint Louis, Mo., and Roodhouse, Ill., and trains 48 and 47 between Roodhouse, Ill., and Kansas City, Mo.<sup>4</sup> 1 helper between Saint Louis and Louisiana.<sup>5</sup> Reserve cars.<sup>6</sup> Double daily service on this line. Last year there was only single daily mail apartment service in this line.<sup>7</sup> 4 helpers; 1 clerk detailed to office of superintendent as porter.<sup>8</sup> Reserve car.<sup>9</sup> See Saint Louis and Halstead R. P. O.<sup>10</sup> Double daily service on this line. This line is divided at Little Rock, Ark., into Saint Louis and Little Rock R. P. O., 145.72 miles, and Little Rock and Texarkana R. P. O., 145.72 miles.<sup>11</sup> Saint Louis and Columbus R. P. O. also runs over route 28002 entire length.<sup>12</sup> 5 crews on day line and 5 on night line between Saint Louis and Little Rock, and 5 crews assigned to both day and night lines between Little Rock and Texarkana.<sup>13</sup> 6 helpers between Saint Louis and Walnut Ridge; 1 clerk detailed as chief clerk at Little Rock, Ark., and 1 clerk detailed to office superintendent; 2 of these clerks are acting clerks.<sup>14</sup> This line is divided at Springfield, Ill., into Saint Louis and Springfield R. P. O., 237.51 miles, and Springfield and Halstead R. P. O., 293.01 miles.<sup>15</sup> 73.61 miles of route (28003) between Pierce City, Mo., and Vinita, Ind. Ter., covered by Pierce City and Vinita R. P. O.<sup>16</sup> 1 clerk detailed as chief clerk at large; 2 helpers between Saint Louis and Rolla, Mo., on full car line.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
	July 1, 1883	41 48	26 26	42 47	26 26	7 7	52,462 184,757	1 1 1 1	25 6 23 1 25 8 19 6	9 0 8 11 8 9 9 2	5	1	46
13,860 00	July 1, 1883	3 5	25 23	2 4	24 23	7 6	203,617 173,376	2 2 1	55 0 55 0 55 0	9 3 9 3 9 3	4 4	2 2	721
4,893 20	July 1, 1883	601 603	23 22	602 604	23 22	7 7	55,105 55,105	5	49 3	9 0	15	2	1338
26,923 00	July 1, 1883	601 603	23 22	602 604	23 22	7 7	304,834 304,834	5	55 0	9 2½			
7,180 00	July 1, 1883	3	23	4	24	7	210,238	6	50 0	9 0	9	1	
6,091 75	June 30, 1883	3	24	4	25	7	178,103						1616
		1	22	2	23	7	210,238	3	22 0½	7 0½	4	1	
	July 1, 1883	1	24	2	24	7	344,186	17	24 0	9 2	7	1	219
	July 1, 1883	2	22	1	22	6	123,372	1 1 1	24 5 23 7 22 0	9 1½ 9 2½ 9 4	4	1	235
	July 1, 1883	1	22	2	22	6	169,289	2 1	22 0 24 2	9 2 8 9½	4	1	246
		3	22	4	21	6	112,035	1	22 1	9 3½	4	1	4
	July 1, 1883	3	21	4	21	6	38,562	1	22 7½	9 3½			
	Apr. 1, 1884	2	20	1	20	6	197,816	73	40 0	8 9	6	1	238
	Jan. 21, 1884	2	28	1	23	6	40,064						
		2	17	1	13	6	6,041						
	July 1, 1880	8	26.16	12	26.78	7	141,398	3	30 0	9 6	4	1	4
	July 1, 1881	1	15.16	2	16.71	6	113,944	2 1	20 0 19 10	8 4 8 8	3	1	3
	July 1, 1882	145	13	146	14	7	27,135	(30)			1	1	1

<sup>17</sup> Mail apartment, single, daily between Saint Louis and Pierce City, Mo., 287.21 miles in addition to full car service.

<sup>18</sup> This line was reported last year as Saint Paul, Minn., and Fargo, Dak., and Fargo and Bismarck, Dak., R. P. O's. These consolidated form present line.

<sup>19</sup> Balance of route (809.44 miles) covered by Bismarck, Dak., and Glendive, Mont.; Glendive and Billings, Mont.; Billings and Helena, Mont.; and Helena, Mont., and Spokane Falls, Wash. Ter., R. P. O's.

<sup>20</sup> 11 cars in reserve. Cars run through to Portland, Oreg.

<sup>21</sup> 2 helpers between Saint Paul and Brainerd, Minn., 136 miles, and 1 helper between Saint Paul, Minn., and Bismarck, Dak., four days each week; 1 clerk detailed from Minneapolis, Minn., and Aberdeen, Dak., R. P. O.

<sup>22</sup> 1 clerk detailed to Chicago, Ill., and Portage Wis., R. P. O.

<sup>23</sup> Reserve.

<sup>24</sup> 1 helper between Saint Paul and Mankato, Minn., 86 miles, and 1 helper between Sioux City and Alton, Iowa, 42 miles.

<sup>25</sup> Distance (178.97 miles) covered by Saint Paul, Minn., and Sioux City, Iowa, R. P. O.

<sup>26</sup> Balance of route Sioux Falls to Salem, Dak. (39.65 miles), covered by closed pouches. (See Table C.)

<sup>27</sup> Whole cars.

<sup>28</sup> 1 helper between Saint Paul and Saint Cloud, Minn., 74 miles; 1 clerk detailed to transfer duty at Saint Paul, Minn.

<sup>29</sup> Distance (9.67 miles) covered by Fargo, Dak., Breckenridge and Saint Paul, Minn., R. P. O.

<sup>30</sup> Mails handled in baggage car.



TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
Salt Lake and Juab, Utah..	8	105.98	Salt Lake, Juab, Utah (Utah Central).	41001 <sup>1</sup> (part)	105.03	<i>Pounds.</i> 861	\$8,351 98
San Antonio and Del Rio, Tex. <sup>2</sup>	7	.....	.....	.....	.....	.....	.....
San Antonio and Laredo, Tex. <sup>3</sup>	7	.....	.....	.....	.....	.....	.....
Sandusky and Cincinnati, Ohio.	5	211.18	Sandusky, Springfield, Ohio (Ind., Bloom. and West.). Springfield, Cincinnati, Ohio (C., C., C. and I. Rwy.)	21012 (part)	131.35	757	9,771 12
Sandusky, Ohio, and Muncie, Ind.	5	178.57	Sandusky, Ohio, Muncie, Ind. (L. E. and W.)	21020 (part)	180.89	428	11,135 59
Sandusky, Newark, Ohio, and Wheeling, W. Va.	5	225.87	Sandusky, Newark, Ohio (Balt. and Ohio). Newark, Ohio, Benwood, W. Va. (Balt. and Ohio). Benwood, Wheeling, W. Va. (Balt. and Ohio).	21010 21001 10003 (part) (part) (part)	116.88	7,900	20,256 52
Sanford and Tampa, Fla....	4	115.25	Sanford to Tampa, Fla. (So. Fla. Rwy).	16007	116.39	446	6,793 43
San Francisco and Los Angeles, Cal.	8	482.38	San Francisco, Port Costa, Cal. Port Costa, Lathrop, Cal.... Lathrop, Goshen, Cal. (Central Pacific). Goshen, Los Angeles, Cal. (So. Pacific).	46001 (part) 46032 46010 46014 (part)	( <sup>11</sup> ) 62.23 146.35 241.63	..... 3,220 3,305 2,710	( <sup>11</sup> ) 9,151 54 21,397 83 26,610 71
San Francisco and Santa Cruz, Cal.	8	83.15	San Francisco, Santa Cruz, Cal. (So. Pacific Coast).	46031	83.15	682	5,971 83
San Francisco and Soledad, Cal.	8	144.72	San Francisco, Soledad, Cal. (South Pac.).	46002	142.96	1,272	11,050 80
San Francisco and Tulare, Cal. <sup>16</sup>	8	251.63	San Francisco, Port Costa, Cal. (Cent. Pacific). Port Costa, Lathrop, Cal.... Lathrop, Goshen, Cal. (Cent. Pac.). Goshen, Tulare, Cal. (So. Pac.)	46001 (part) 46032 46010 46014 ( <sup>16</sup> )	( <sup>16</sup> ) ( <sup>16</sup> ) ( <sup>16</sup> ) ( <sup>16</sup> )	..... ..... ..... .....	( <sup>16</sup> ) ( <sup>16</sup> ) ( <sup>16</sup> ) .....
Scranton and Northumberland, Pa.	2	80.48	Scranton, Northumberland, Pa. (Bloomsb'gh Div. Del., Lack. and West.).	8017	80.89	1,110	7,262 80
Seaford and Cambridge, Md.	2	33.64	Seaford, Cambridge, Md. (Cam. and Sea. Br'ch P., W. and B.).	10008	33.61	227	1,494 30
Sedalia and Kansas City, Mo.	7	99.56	Sedalia, Independence, Mo. (Mo. Pac.). Independence, Kansas City, Mo. (Mo. Pac.).	28033 28001 (part)	88.19	335	4,599 99
Sedalia, Mo., and Parsons, Kans. <sup>18</sup>	7	.....	.....	.....	.....	.....	.....
Selma and Acron Junction, Ala.	4	71.86	Selma, Acron Junc., Ala. (Cin., Sel. and Mob.).	17006	71.75	263	3,374 40
Selma, Ala., and Meridian, Miss.	4	114.28	Selma, Ala., Meridian, Miss. (Ala. Cent.).	17009	114.15	395	6,441 48
Selma and Pine Apple, Ala.	4	47.79	Selma, Pine Apple, Ala. (Pensa. and Selma).	17017	49.06	133	1,677 85
Shabbona and Rock Falls, Ill.	6	46.30	Shabbona, Rock Falls, Ill. (Chi., Burl. and Q'cy.).	23014	46.25	112	1,977 18
Sheboygan and Princeton, Wis.	6	79.06	Sheboygan, Princeton, Wis. (Chi. and No. West.).	25019	79.18	494	5,006 55

<sup>1</sup> Balance of route covered by Ogden and Salt Lake R. P. O. (37.50 miles) and closed-pouch service Juab to Frisco, 138.50 miles. (See Table C<sup>c</sup>.)

<sup>2</sup> See Houston and Del Rio R. P. O.

<sup>3</sup> See Palestine and Laredo R. P. O.

<sup>4</sup> These clerks act as helpers to Cleveland and Cincinnati R. P. O. between Springfield and Cincinnati on north-bound trips.

<sup>5</sup> Covered by Cleveland and Cincinnati R. P. O. 80 miles.

<sup>6</sup> These five cars include those running on Muncie and Bloomington R. P. O.

<sup>7</sup> One helper daily, except Monday and Tuesday Newark to Chicago Junction, Ohio.

<sup>8</sup> Covered by Grafton and Chicago R. P. O. 106.03 miles.



in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1881	1	Miles. 24.70	6	Miles. 24.24	7	77,577	2	15 0	9 0	2	1	2
	July 1, 1880	3	21.66	4	20.60	6	82,225	2	15 0	9 6	4	1	4
		3	22.86	4	26.65	6	49,973						
	July 1, 1880	1	25.22	2	24.63	6	111,785	3	12 0	7 4	3	1	3
	July 1, 1880	3	20.87	2	24.19	7	85,095	3	14 0	7 8			
		3	25.24	2	26.85	7	77,614						
		3	25.24	2	26.85	7	2,994						
	Feb. 13, 1884	1	19	2	19	6	72,146	2	7 8	5 4	2	1	2
\$804 25		19	20.31	20	20.10	7	23,548	101	14 3	7 6			
1,555 75	July 1, 1881	19	20.17	20	32.76	7	45,545	106	55 12	9 52	7	1	109
3,658 75	July 1, 1881	19	25.82	20	27.10	7	107,128						
6,040 50	July 1, 1881	19	20.71	20	21.82	7	176,873	142					
	July 1, 1881	7	21.49	8	19.28	6	52,051						
	July 1, 1881	7	21.81	18	20.77	7	105,934	143	17 0	9 0	3	1	3
		17	20.31	18	20.10	6	20,138	2	21 10 1/2	9 5 1/2	3	1	8
		17	21	18	33	6	38,955						
		17	26	18	27.10	6	90,615						
	July 1, 1881	17	21.60	18	30.84	6	6,760	1	16 2	8 3	2	1	2
		5	25	2	25	6	50,381						
	July 1, 1881	33	15	32	15	6	21,059	1	13 0	6 0	1	1	1
	July 1, 1883	43	20	44	20	7	64,460	1	20 6	7 5	2	1	2
		43	20	44	20	7	8,418						
	Apr. 1, 1883	1	18	2	19	6	44,984	1	12 0	6 10	1	1	1
	July 1, 1880	23	20	24	23	7	83,424	1	14 8	8 8	2	1	2
	July 1, 1880	49	12	50	13	6	29,916	1	7 8	6 4	1	1	1
	July 1, 1883	93	24	94	25	6	28,984	1	7 8	6 10	1	1	1
	July 1, 1883	61	16	60	17	6	49,491	1	13 8	7 6	1	1	102

<sup>9</sup> Covered by Grafton and Wheeling R. P. O. 4 miles.

<sup>10</sup> Reserve car.

<sup>11</sup> Covered by Ogden and San Francisco R. P. O. 82.17 miles.

<sup>12</sup> 40-foot cars authorized between San Francisco and Los Angeles. These cars run through to Deming, N. Mex. One reserve car.

<sup>13</sup> 2 helpers.

<sup>14</sup> 1 reserve car.

<sup>15</sup> This R. P. O. and the San Francisco and Los Angeles R. P. O. form double daily service between San Francisco and Tulare.

<sup>16</sup> Covered by San Francisco and Los Angeles R. P. O.

<sup>17</sup> 11.50 miles distance on route 28001 covered by Saint Louis and Atchison R. P. O.

<sup>18</sup> See Hannibal and Denison R. P. O.

<sup>19</sup> 1 clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

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Salt Lake and Juab, Utah.	8	105.98	Salt Lake, Juab, Utah (Utah Central).	41001 <sup>1</sup> (part)	105.03	<i>Pounds.</i> 861	\$8,351 98
San Antonio and Del Rio, Tex. <sup>2</sup>	7	.....	.....	.....	.....	.....	.....
San Antonio and Laredo, Tex. <sup>3</sup>	7	.....	.....	.....	.....	.....	.....
Sandusky and Cincinnati, Ohio.	5	211.18	Sandusky, Springfield, Ohio (Ind., Bloom. and West.). Springfield, Cincinnati, Ohio (C. C., C. and I. Rwy.)	21012 21042 (part)	131.35 ( <sup>4</sup> )	757	9,771 12 ( <sup>5</sup> )
Sandusky, Ohio, and Muncie, Ind.	5	178.57	Sandusky, Ohio, Muncie, Ind. (L. E. and W.)	21020 (part)	180.89	428	11,135 59
Sandusky, Newark, Ohio, and Wheeling, W. Va.	5	225.87	Sandusky, Newark, Ohio (Balt. and Ohio). Newark, Ohio, Benwood, W. Va. (Balt. and Ohio). Benwood, Wheeling, W. Va. (Balt. and Ohio).	21010 21001 (part) 10003 (part)	116.88 ( <sup>6</sup> ) ( <sup>6</sup> )	7,900	20,256 52 ( <sup>6</sup> ) ( <sup>6</sup> )
Sanford and Tampa, Fla....	4	115.25	Sanford to Tampa, Fla. (So. Fla. Rwy.).	16007	116.39	446	6,793 43
San Francisco and Los Angeles, Cal.	8	482.38	San Francisco, Port Costa, Cal. Port Costa, Lathrop, Cal.... Lathrop, Goshen, Cal. (Central Pacific). Goshen, Los Angeles, Cal. (So. Pacific).	46001 (part) 46032 46010 46014 (part)	( <sup>11</sup> ) 62.23 146.35 241.63	..... 3,220 3,305 2,710	( <sup>11</sup> ) 9,151 54 21,397 83 26,610 71
San Francisco and Santa Cruz, Cal.	8	83.15	San Francisco, Santa Cruz, Cal. (So. Pacific Coast).	46031	83.15	682	5,971 83
San Francisco and Soledad, Cal.	8	144.72	San Francisco, Soledad, Cal. (South Pac.).	46002	142.96	1,272	11,050 80
San Francisco and Tulare, Cal. <sup>16</sup>	8	251.63	San Francisco, Port Costa, Cal. (Cent. Pacific). Port Costa, Lathrop, Cal.... Lathrop, Goshen, Cal. (Cent. Pac.). Goshen, Tulare, Cal. (So. Pac.)	46001 (part) 46032 46010 46014	( <sup>16</sup> ) ( <sup>16</sup> ) ( <sup>16</sup> ) ( <sup>16</sup> )	..... ..... ..... .....	( <sup>16</sup> ) ( <sup>16</sup> ) ( <sup>16</sup> ) ( <sup>16</sup> )
Scranton and Northumberland, Pa.	2	80.48	Scranton, Northumberland, Pa. (Bloomsb'gh Div. Del., Lack. and West.).	8017	80.89	1,110	7,262 30
Seaford and Cambridge, Md.	2	33.64	Seaford, Cambridge, Md. (Cam. and Sea. Br'ch P., W. and B.).	10008	33.61	227	1,494 30
Sedalia and Kansas City, Mo.	7	99.56	Sedalia, Independence, Mo. (Mo. Pac.). Independence, Kansas City, Mo. (Mo. Pac.).	28033 28001 (part)	88.19 ( <sup>17</sup> )	335	4,599 99 ( <sup>17</sup> )
Sedalia, Mo., and Parsons, Kans. <sup>18</sup>	7	.....	.....	.....	.....	.....	.....
Selma and Acron Junction, Ala.	4	71.86	Selma, Acron Junc., Ala. (Cin., Sel. and Mob.).	17006	71.75	263	3,374 40
Selma, Ala., and Meridian, Miss.	4	114.28	Selma, Ala., Meridian, Miss. (Ala. Cent.).	17009	114.15	395	6,441 48
Selma and Pine Apple, Ala.	4	47.79	Selma, Pine Apple, Ala. (Pensa. and Selma).	17017	49.06	133	1,677 85
Shabbona and Rock Falls, Ill.	6	46.30	Shabbona, Rock Falls, Ill. (Chi., Burl. and Q'cy.).	23014	46.25	112	1,977 18
Sheboygan and Princeton, Wis.	6	79.06	Sheboygan, Princeton, Wis. (Chi. and No. West.).	25019	79.13	494	5,006 55

<sup>1</sup> Balance of route covered by Ogden and Salt Lake R. P. O. (37.50 miles) and closed-pouch service Juab to Frisco, 138.50 miles. (See Table C<sup>a</sup>.)

<sup>2</sup> See Houston and Del Rio R. P. O.

<sup>3</sup> See Palestine and Laredo R. P. O.

<sup>4</sup> These clerks act as helpers to Cleveland and Cincinnati R. P. O. between Springfield and Cincinnati on north-bound trips.

<sup>5</sup> Covered by Cleveland and Cincinnati R. P. O. 80 miles.

<sup>6</sup> These five cars include those running on Muncie and Bloomington R. P. O.

<sup>7</sup> One helper daily, except Monday and Tuesday Newark to Chicago Junction, Ohio.

<sup>8</sup> Covered by Grafton and Chicago R. P. O. 106.03 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.								
.....	July 1, 1881	1	24.70	6	24.24	7	77,577	2	15 0	9 0	2	1	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	July 1, 1880	3	21.66	4	20.60	6	82,225	2	15 0	9 6	4	1	4
.....	.....	3	22.86	4	26.65	6	49,973						
.....	July 1, 1880	1	25.22	2	24.63	6	111,785	3	12 0	7 4	3	1	3
.....	July 1, 1880	3	20.87	2	24.19	7	85,093	2	14 0	7 8	.....	.....	.....
.....	.....	3	25.24	2	26.85	7	77,614						
.....	.....	3	25.24	2	26.85	7	2,994	3	20 0	9 0	4	1	5
.....	Feb. 13, 1884	1	19	2	19	6	72,146	2	7 8	5 4	2	1	2
\$804 25	.....	19	20.31	20	20.10	7	23,548						
1,555 75	July 1, 1881	19	20.17	20	32.76	7	45,545	2	53 12	9 52	7	1	2
3,658 75	July 1, 1881	19	25.82	20	27.10	7	107,128						
6,040 50	July 1, 1881	19	20.71	20	21.82	7	176,873	2	8 0	7 6	1	1	1
.....	July 1, 1881	7	21.49	8	19.28	6	52,051						
.....	July 1, 1881	7	21.81	18	20.77	7	105,934	143	17 0	9 0	3	1	3
.....	.....	17	20.31	18	20.10	6	20,138	2	21 102	9 52	3	1	8
.....	.....	17	21	18	33	6	38,955						
.....	.....	17	26	18	27.10	6	90,615	1	16 2	8 3	2	1	2
.....	July 1, 1881	5	25	2	25	6	50,381						
.....	July 1, 1881	33	15	32	15	6	21,059	101	15 5	8 2	.....	.....	.....
.....	July 1, 1881	33	15	32	15	6	21,059	1	13 0	6 0	1	1	1
.....	July 1, 1883	43	20	44	20	7	64,460	1	20 6	7 5	2	1	2
.....	.....	43	20	44	20	7	8,418	.....	.....	.....	.....	.....	.....
.....	Apr. 1, 1883	1	18	2	19	6	44,984	1	12 0	6 10	1	1	1
.....	July 1, 1880	23	20	24	23	7	83,424	1	14 8	8 8	2	1	2
.....	July 1, 1880	49	12	50	13	6	29,916	1	7 8	6 4	1	1	1
.....	July 1, 1883	93	24	94	25	6	28,984	1	7 8	6 10	1	1	1
.....	July 1, 1883	61	16	60	17	6	49,491	1	13 8	7 6	1	1	2

<sup>9</sup> Covered by Grafton and Wheeling R. P. O. 4 miles.  
<sup>10</sup> Reserve car.  
<sup>11</sup> Covered by Ogden and San Francisco R. P. O. 32.17 miles.  
<sup>12</sup> 40-foot cars authorized between San Francisco and Los Angeles. These cars run through to Deming, N. Mex. One reserve car.  
<sup>13</sup> 2 helpers.  
<sup>14</sup> 1 reserve car.

<sup>15</sup> This R. P. O. and the San Francisco and Los Angeles R. P. O. form double daily service between San Francisco and Tulare.  
<sup>16</sup> Covered by San Francisco and Los Angeles R. P. O.  
<sup>17</sup> 11.50 miles distance on route 28001 covered by Saint Louis and Atchison R. P. O.  
<sup>18</sup> See Hannibal and Denison R. P. O.  
<sup>19</sup> 1 clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
Salt Lake and Juab, Utah..	8	105. 98	Salt Lake, Juab, Utah (Utah Central).	41001 <sup>1</sup> (part)	105. 03	<i>Pounds.</i> 861	\$8,351 98
San Antonio and Del Rio, Tex. <sup>2</sup>	7	.....	.....	.....	.....	.....	.....
San Antonio and Laredo, Tex. <sup>3</sup>	7	.....	.....	.....	.....	.....	.....
Sandusky and Cincinnati, Ohio.	5	211. 18	Sandusky, Springfield, Ohio (Ind., Bloom. and West.). Springfield, Cincinnati, Ohio (C., C., C. and I. Rwy.)	21012 (part)	131. 35	757	9,771 12
Sandusky, Ohio, and Muncie, Ind.	5	178. 57	Sandusky, Ohio, Muncie, Ind. (L. E. and W.)	21020 (part)	180. 89	428	11,135 59
Sandusky, Newark, Ohio, and Wheeling, W. Va.	5	225. 87	Sandusky, Newark, Ohio (Balt. and Ohio). Newark, Ohio, Benwood, W. Va. (Balt. and Ohio).	21010 (part)	116. 88	7,900	20,256 52
Sanford and Tampa, Fla....	4	115. 25	Benwood, Wheeling, W. Va. (Balt. and Ohio). Sanford to Tampa, Fla. (So. Fla. Rwy.).	21001 (part)	( <sup>4</sup> )	( <sup>4</sup> )	( <sup>4</sup> )
San Francisco and Los Angeles, Cal.	8	482. 38	San Francisco, Port Costa, Cal. (So. Pacific). Port Costa, Lathrop, Cal. (Central Pacific). Lathrop, Goshen, Cal. (Central Pacific). Goshen, Los Angeles, Cal. (So. Pacific).	46001 (part) 46032 46010 46014 (part)	( <sup>11</sup> ) 62. 23 146. 35 241. 63	..... 3,220 3,305 2,710	( <sup>11</sup> ) 9,151 54 21,397 88 26,610 71
San Francisco and Santa Cruz, Cal.	8	83. 15	San Francisco, Santa Cruz, Cal. (So. Pacific Coast).	46031	83. 15	682	5,971 83
San Francisco and Soledad, Cal.	8	144. 72	San Francisco, Soledad, Cal. (South Pac.).	46002	142. 96	1,272	11,050 80
San Francisco and Tulare, Cal. <sup>15</sup>	8	251. 63	San Francisco, Port Costa, Cal. (Cent. Pacific). Port Costa, Lathrop, Cal. (Cent. Pacific). Lathrop, Goshen, Cal. (Cent. Pacific). Goshen, Tulare, Cal. (So. Pac.)	46001 (part) 46032 46010 46014 (part)	( <sup>16</sup> ) ( <sup>16</sup> ) ( <sup>16</sup> ) ( <sup>16</sup> )	..... ..... ..... .....	( <sup>16</sup> ) ( <sup>16</sup> ) ( <sup>16</sup> ) .....
Scranton and Northumberland, Pa.	2	80. 48	Scranton, Northumberland, Pa. (Bloomsb'gh Div. Del., Lack. and West.).	8017	80. 89	1,110	7,262 30
Seaford and Cambridge, Md.	2	33. 64	Seaford, Cambridge, Md. (Cam. and Sea. Br'ch P., W. and B.).	10008	33. 61	227	1,494 30
Sedalia and Kansas City, Mo.	7	99. 56	Sedalia, Independence, Mo. (Mo. Pac.). Independence, Kansas City, Mo. (Mo. Pac.).	28033 (part)	88. 19	835	4,599 99
Sedalia, Mo., and Parsons, Kans. <sup>16</sup>	7	.....	.....	.....	( <sup>17</sup> )	.....	( <sup>17</sup> )
Selma and Acron Junction, Ala.	4	71. 86	Selma, Acron Junc., Ala. (Cin., Sel. and Mob.).	17006	71. 75	263	3,374 40
Selma, Ala., and Meridian, Miss.	4	114. 28	Selma, Ala., Meridian, Miss. (Ala. Cent.).	17009	114. 15	395	6,441 48
Selma and Pine Apple, Ala.	4	47. 79	Selma, Pine Apple, Ala. (Pensa. and Selma).	17017	49. 06	133	1,677 85
Shabbona and Rock Falls, Ill.	6	46. 30	Shabbona, Rock Falls, Ill. (Chi., Burl. and Q'oy.).	23014	46. 25	112	1,977 18
Sheboygan and Princeton, Wis.	6	79. 06	Sheboygan, Princeton, Wis. (Chi. and No. West.).	25019	79. 18	494	5,006 55

<sup>1</sup> Balance of route covered by Ogden and Salt Lake R. P. O. (37.50 miles) and closed-pouch service Juab to Frisco, 138.50 miles. (See Table C.)

<sup>2</sup> See Houston and Del Rio R. P. O.

<sup>3</sup> See Palestine and Laredo R. P. O.

<sup>4</sup> These clerks act as helpers to Cleveland and Cincinnati R. P. O. between Springfield and Cincinnati on north-bound trips.

<sup>5</sup> Covered by Cleveland and Cincinnati R. P. O. 80 miles.

<sup>6</sup> These five cars include those running on Muncie and Bloomington R. P. O.

<sup>7</sup> One helper daily, except Monday and Tuesday Newark to Chicago Junction, Ohio.

<sup>8</sup> Covered by Grafton and Chicago R. P. O. 106.03 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1881	1	Miles. 24.70	6	Miles. 24.24	7	77,577	2	Ft. In. 15 0	Ft. In. 9 0	2	1	2
	July 1, 1880	3	21.66	4	20.60	6	82,225	2	15 0	9 6	4	1	4
		3	22.86	4	26.65	6	49,973						
	July 1, 1880	1	25.22	2	24.63	6	111,785	3	12 0	7 4	3	1	3
	July 1, 1880	3	20.87	2	24.19	7	85,095	2	14 0	7 8			
		3	25.24	2	26.85	7	77,614						
		3	25.24	2	26.85	7	2,994	3	20 0	9 0	4	1	75
	Feb. 13, 1884	1	19	2	19	6	72,146	2	7 8	5 4	2	1	2
								101	14 3	7 6			
\$804 25		19	20.31	20	20.10	7	23,548	126	55 1½	9 5½	7	1	129
1,555 75	July 1, 1881	19	20.17	20	32.76	7	45,545						
3,658 75	July 1, 1881	19	25.82	20	27.10	7	107,128						
6,040 50	July 1, 1881	19	20.71	20	21.82	7	176,873	142	8 0	7 6	1	1	1
	July 1, 1881	7	21.49	8	19.28	6	52,051						
	July 1, 1881	7	21.81	18	20.77	7	105,934	143	17 0	9 0	3	1	3
		17	20.31	18	20.10	6	20,138	2	21 10½	9 5½	3	1	8
		17	21	18	33	6	38,955						
		17	26	18	27.10	6	90,615						
		17	21.60	18	30.84	6	6,760	1	16 2	8 3	2	1	2
	July 1, 1881	5	25	2	25	6	50,381						
								101	15 5	8 2			
	July 1, 1881	33	15	32	15	6	21,059	1	13 0	6 0	1	1	1
	July 1, 1883	43	20	44	20	7	64,460	1	20 6	7 5	2	1	2
		43	20	44	20	7	8,418						
	Apr. 1, 1883	1	18	2	19	6	44,984	1	12 0	6 10	1	1	1
	July 1, 1880	23	20	24	23	7	83,424	1	14 8	8 8	2	1	2
	July 1, 1880	49	12	50	13	6	29,916	1	7 8	6 4	1	1	1
	July 1, 1883	93	24	94	25	6	28,984	1	7 8	6 10	1	1	1
	July 1, 1883	61	16	60	17	6	49,491	1	13 8	7 6	1	1	12

<sup>9</sup> Covered by Grafton and Wheeling R. P. O. 4 miles.  
<sup>10</sup> Reserve car.  
<sup>11</sup> Covered by Ogden and San Francisco R. P. O. 32.17 miles.  
<sup>12</sup> 40-foot cars authorized between San Francisco and Los Angeles. These cars run through to Deming, N. Mex. One reserve car.  
<sup>13</sup> 2 helpers.  
<sup>14</sup> 1 reserve car.

<sup>15</sup> This R. P. O. and the San Francisco and Los Angeles R. P. O. form double daily service between San Francisco and Tulare.  
<sup>16</sup> Covered by San Francisco and Los Angeles R. P. O.  
<sup>17</sup> 11.50 miles distance on route 28001 covered by Saint Louis and Atchison R. P. O.  
<sup>18</sup> See Hannibal and Denison R. P. O.  
<sup>19</sup> 1 clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Sheffield and Erie, Pa. ....	2	79.59	Erie, Sheffield, Pa. (P. and E. Div. Penn.).	8022	( <sup>1</sup> )	.....	( <sup>1</sup> )
Shingle Springs and Sacramento, Cal.	8	48.75	Shingle Springs, Sacramento, Cal. (Sac. Valley).	46005	48.75	396	\$2,750 96
Sidney and Havana, Ill. ....	6	112.38	Sidney, Havana, Ill. (Wab., St. L. and Pac.).	23029	112.47	390	6,251 08
Sioux City and Missouri Valley, Iowa.	6	76.10	Sioux City, Missouri Valley, Iowa (Sioux City & Pac.).	27029	76.18	2,769	10,551 69
Sioux City, Iowa, and Omaha, Nebr.	6	128.93	Sioux City, Iowa, Omaha, Nebr. (Chi., St. P., Minn. and Om.).	34003	127.12	587	8,586 95
Sioux City, Iowa, and Yankton, Dak.	6	62.60	Sioux City, Iowa, Yankton, Dak. (Chi., Mil. and St. Paul).	35001	62.10	538	4,829 03
Sioux Falls, Dak., and Sioux City, Iowa.	6	91.18	Sioux Falls, Elk Point, Dak. (Chi., Mil. and St. Paul).	27034	70.36	853	5,534 51
			Elk Point, Dak., Sioux City, Iowa (Chi., Mil. and St. Paul).	35001 (part)	( <sup>2</sup> )	.....	( <sup>2</sup> )
<i>Skowhegan and Portland, Me.</i> <sup>3</sup>	1	103.00	Skowhegan, Portland, Me. (Me. Central).	5	102.56	755	7,629 43
Slatington and Reading, Pa.	2	43.63	Slatington, Reading, Pa. (S. and L. Br'ch Phila. and Read.).	8089	43.73	146	1,869 45
Smithville and Blakeley, Ga.	4	73.54	Smithville, Albany, Ga. (S. W.).	15039	24.07	451	1,461 28
			Albany, Blakeley, Ga. (S. W.).	15040	50.06	142	2,140 06
Sodus Point and Stanley, N. Y.	2	33.74	Sodus Point, Stanley, N. Y. (Sodus Bay and So.).	6090	34.00	97	1,453 50
South Amboy, N. J., and Philadelphia, Pa. <sup>12</sup>	2	62.92	South Amboy, Jamesburgh, N. J. (Amboy Div. Penn.).	7047	14.20	454	801 30
			Jamesburgh, N. J., Philadelphia, Pa. (Amboy Div. Penn.).	7005 <sup>13</sup> (part)	47.64	642	3,339 33
South Londonderry and Brattleboro', Vt.	1	36.47	South Londonderry, Brattleboro', Vt. (Ct. Vermont).	2016	36.15	524	2,349 02
South Lyon, Mich., and Toledo, Ohio.	9	61.90	South Lyon, Mich., Toledo, Ohio (Tol., A. A. & G. T.).	24020	61.26	354	3,247 39
Sparta and Viroqua, Wis. .	6	35.65	Sparta, Viroqua, Wis. (Chi., Mil. and St. Paul).	25034	35.83	281	1,746 35
Springfield and Grafton, Ill. <sup>14</sup>	6	85.30	Springfield, Bates, Ill. (Wab., St. L. and Pac.).	21019 (part)	( <sup>15</sup> )	.....	( <sup>15</sup> )
			Bates, Grafton, Ill. (Wab., St. L. & Pac.).	23083	71.93	290	3,505 86
<i>Springfield, Mo., and Halstead, Kans.</i> <sup>17</sup>	7	.....	.....	.....	.....	.....	.....
Springfield, Mass., and Hartford, Conn.	1	32.29	Springfield, Mass., Hartford, Conn. (N. Y. and N. Eng.).	5016	33.01	155	1,411 17
Springfield and Wellston, Ohio.	5	118.89	Springfield, Wellston, Ohio (Ohio Sou.).	21058	118.89	226	5,285 84
State Line (N. O.), and Rhinecliff, N. Y.	2	41.16	State Line, Boston Corners, N. Y. (Pough., Hart. and Boston).	6079 <sup>18</sup> (part)	6.50	177	292 14
			Boston Corners, Rhinecliff, N. Y. (Hart. and Conn. Western).	6097	35.70	302	1,770 36
Statesville and Charlotte, N. C.	3	45.14	Statesville, Charlotte, N. C. (A., T. and O.).	13009	49.38	2,026	2,279 87

<sup>1</sup> 78.80 miles covered by Williamsport and Erie R. P. O. (long run).<sup>2</sup> See Williamsport and Erie R. P. O.<sup>3</sup> Sidney to White Heath.<sup>4</sup> Lodge to Havana.<sup>5</sup> Reserve.<sup>6</sup> Sioux City to Elk Point.<sup>7</sup> Elk Point to Yankton.<sup>8</sup> Distance (20.82 miles) covered by Sioux City, Iowa, and Yankton, Dak., R. P. O.<sup>9</sup> The North Anson and Lewiston clerk runs from Oakland to Lewiston and return, and the Farmington and Lewiston clerk runs from Lewiston to Portland and return as assistant to Skowhegan and Portland clerks. These clerks run in connection with the Augusta and Portland clerk, the 3 clerks performing the service of the two R. P. O's.<sup>10</sup> Clerk records arrival and departure at Slatington by slips.

n the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft.	In.			
		17	20	18	24	6	49,823	1	15	0	1	(3)	
	Apr. 16, 1883	2	15.49	1	14.34	6	30,517	1	6	6	1	1	1
	Mar. 19, 1884	<sup>3</sup> 277	12	278	11	}	6	2	12	0	9	8	2
	July 1, 1883	<sup>4</sup> 277	23	278	23								
		2	25	1	25	6	47,638	1	17	9	2	1	2
	July 1, 1883	1	18	2	18	6	80,710	<sup>5</sup> 1	13	9	2	1	2
								2	11	9	2	1	2
	July 1, 1883	<sup>6</sup> 4	23	3	21	}	6	1	13	7	1	1	1
		<sup>7</sup> 4	24	3	24								
	July 1, 1883	1	23	2	22	6	44,045	1	20	2	1	1	1
		1	23	2	22	6	13,033	<sup>8</sup> 1	13	1			
\$1,601 98	July 1, 1881	12	23.56	13	23.11	6	64,478	1	42	4	2	1	2
	July 1, 1881	1	22	4	22	6	27,313	<sup>1</sup> 1	42	0	1	1	<sup>10</sup> 1
								1	8	0	1	1	
		25	22	26	22	6	14,699	}	<sup>11</sup> 1	10	9	}	1
	Oct. 1, 1882	25	12	26	12	6	31,337						
	July 1, 1881	1	14	4	15	6	21,122	1	7	4	1	1	1
	July 1, 1882	315	25	318	26	6	8,402	1	11	0	1	1	2
		339	26	306	25	6	8,402	1	8	0	1	1	
	July 1, 1882	315	24	318	16	6	30,985	( <sup>14</sup> )			( <sup>14</sup> )		
		339	13	306	22	6	30,986	( <sup>14</sup> )			( <sup>14</sup> )		
	July 1, 1881	1	13.08	2	13.08	6	22,830	<sup>11</sup> 1	6	0	1	1	1
								1	8	5	1	1	
	Apr. 4, 1881	5	22.18	2	22.18	6	38,755	<sup>11</sup> 1	10	2	1	1	1
								1	12	0	1	1	
	July 1, 1883	33	13	34	13	6	22,317	1	11	8	1	1	1
		505	16	504	24	6	8,370	1	20	0	2	1	2
	Mar. 19, 1884	505	20	504	20	6	45,028						
	July 1, 1881	179	22.51	180	22.51	6	20,213	1	14	10	1	1	1
		181	23.17	182	22.51	6	20,213						
	Apr. 1, 1883	2	17.78	1	16.58	6	74,425	2	14	0	2	1	2
	July 1, 1881	13	28	10	28	6	4,041	1	10	6	1	1	<sup>19</sup> 1
	July 1, 1881	13	27	10	27	6	21,725	( <sup>20</sup> )			( <sup>20</sup> )		
	Apr. 1, 1883	1	16	2	14.66	6	28,258	1	21	5	1	1	1

<sup>11</sup> Reserve car.

<sup>12</sup> Double daily service.

<sup>13</sup> Balance of route (5.69 miles) covered by Monmouth Junction and Manasquan R. P. O.

<sup>14</sup> Cars and clerks shown on route 7047.

<sup>15</sup> This line was reported last year as Springfield, and Jerseyville, Ill., R. P. O. Increased distance run this year, 16.01 miles.

Distance (13.37 miles) covered by La Fayette

Ind., and Quincy, Ill., R. P. O.

<sup>17</sup> See Saint Louis and Halstead R. P. O.

<sup>18</sup> 38.33 miles covered by Boston Corners and Poughkeepsie R. P. O.; extended August 14, 1883; increased 6.83 miles.

<sup>19</sup> Clerk records arrival and departure at State Line by slips.

<sup>20</sup> Car and clerk shown on route 6079.



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						Pounds.	
Sterling and Rock Island, Ill.	6	52.43	Sterling, Barstow, Ill. (Chi., Burl. and Q'cy). Barstow, Rock Island, Ill. (Chi., Burl. and Q'cy.).	23084	40.53	234	\$1,801.96
Stevens Point and Portage, Wis.	6	73.84	Stevens Point, Portage, Wis. (Wis. Central.).	23005 (part) 25015	( <sup>1</sup> ) 73.51	..... 445	( <sup>1</sup> ) 4,399.57
Stoneboro' and New Castle, Pa. <sup>2</sup>	2	36.49	Stoneboro', New Castle, Pa. (River Div. Bnff., N. Y. and Phila.).	8096	35.66	252	1,653.19
Stony Point and New York, N. Y.	2	42.88	Stony Point, New York, N. Y. (N. J. and N. Y.).	7024	42.24	334	2,203.23
Streator and Forest, Ill....	6	37.40	Streator, Fairbury, Ill. (Wab., St. L. and Pac.) Fairbury, Forest, Ill. (Wab., St. L. and Pac.).	23043 23027 (part)	31.98 ( <sup>5</sup> )	260 .....	1,504.01 ( <sup>5</sup> )
Summit Lake and Milwaukee, Wis.	6	225.46	Summit Lake, Eland, Wis. (Mil., L. Shore and West.). Eland, Manitowoc, Wis. (Mil., L. Shore and West.). Manitowoc, Milwaukee, Wis. (Mil., L. Shore and West.).	25050 <sup>6</sup> 25049 <sup>8</sup> 25018 <sup>9</sup> (part)	37.23 110.60 77.63	457 687 1,395	2,260.23 7,943.29 7,898.85
Sumner and Hampton, Iowa.	6	65.33	Sumner, Hampton, Iowa (Dub. and Dak.).	27051	65.89	499	4,168.86
Sunbury and Lewistown, Pa.	2	51.08	Sunbury, Selins Grove Junction, Pa. (No. Central). Selins Grove Junction, Lewistown, Pa. (Lewistown Div. Penna.).	10002 8108	( <sup>10</sup> ) 45.00	..... 179	( <sup>10</sup> ) 1,923.75
Suspension Bridge and Buffalo, N. Y.	2	24.35	Suspension Bridge, Buffalo, N. Y. (B. and S. B. Br'ch N. Y. C. and H. R.).	6016 (part)	<sup>12</sup> 24.25	1,159	2,218.63
Switz City and Bedford, Ind.	5	41.29	Switz City, Bedford, Ind. (Bed. and Bloom.).	22036	41.29	97	1,765.14
Switz City, Ind., and Effingham, Ill.	6	89.14	Switz City, Ind., Effingham, Ill. (Spr., Eff., So. East. and Bloom.).	23026	89.47	177	3,824.84
Syracuse, Auburn, and Rochester, N. Y.	2	104.71	Syracuse, Rochester, N. Y. (Aub. Br'ch N. Y. C. and H. R.).	6013	( <sup>14</sup> )	.....	( <sup>14</sup> )
Syracuse and Earlville, N. Y.	2	43.66	Syracuse, Earlville, N. Y. (Syr., Ont. and N. Y.).	6071	44.11	297	2,187.41
Tacoma and Portland ....	8	145	Tacoma, Wash., Portland, Oreg. (No. Pac.).	43001	105 <sup>15</sup>	812	6,463.80
Tama City and Hawarden, Iowa. <sup>16</sup>	6	243.34	Tama City, Eagle Grove, Iowa (Chi. and No. West.). Eagle Grove, Hawarden, Iowa (Chi. and No. West.).	27052 <sup>17</sup> 27070 <sup>18</sup> (part)	98.40 145.06	788 927	7,488.24 11,905.07
Tamaroa and Chester, Ill.	6	40.79	Tamaroa, Chester, Ill. (St. Louis Coal).	23047	41.76	640	2,927.79
Tehama and Davisville, Cal.	8	124.88 <sup>20</sup>	Tehama, Davisville, Cal. (Northern).	46022	111.67	486	6,170.44
Temple and Lampasas, Tex.	7	56.98	Temple, Lampasas, Tex. (G., C. and S. F.).	31027 (part) <sup>19</sup>	56.10 <sup>21</sup>	792	4,269.21
Terre Haute and Evansville, Ind.	5	110.45	Terre Haute, Evansville, Ind. (Evans. and Terre Haute).	22012	110.45	1,780	13,126.98

<sup>1</sup> Distance (11.90) miles covered by Rock Island, Ill., and Saint Louis, Mo., R. P. O.<sup>2</sup> Included last year in Buffalo and New Castle, R. P. O.<sup>3</sup> Reserve car.<sup>4</sup> Clerk records arrival and departure at Stony Point by slips.<sup>5</sup> Distance (5.42 miles) covered by Logansport, Ind., and Keokuk, Iowa, R. P. O.<sup>6</sup> Balance of route, Watermeet to Summit Lake, Wis. (68 miles), covered by closed pouches. (See Table C<sup>c</sup>.)<sup>7</sup> One clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.<sup>8</sup> Balance of route, Eland to Wausau, Wis. (23.01 miles), covered by closed pouches. (See Table C<sup>c</sup>.)<sup>9</sup> Balance of route, Two Rivers to Manitowoc, Wis. (7.33 miles), covered by closed pouches. (See Table C<sup>c</sup>.)<sup>10</sup> 4.90 miles covered by Williamsport and Baltimore R. P. O.<sup>11</sup> Car and clerk shown on route 1002.<sup>12</sup> Balance of route (4.75 miles) covered by Oswego and Suspension Bridge R. P. O.<sup>13</sup> Double daily service. This clerk is detailed from Albany and Rochester R. P. O., and runs in baggage car in charge of registered pouches between Buffalo, N. Y., P. O. and the Suspension Bridge, N. Y., P. O. and the Great West.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.		
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.					
			Miles.		Miles.				Ft.	In.	Ft.	In.			
.....	July 1, 1883	31	27	32	22	6	25,372	1	10	8	6	7	1	1	1
.....	.....	31	18	32	16	6	7,440								
.....	July 1, 1883	8	23	7	23	6	46,224	1	15	2	7	7	1	1	1
.....	July 1, 1881	1	19	2	20	6	22,843	1	15	2	8	6	1	1	1
.....	July 1, 1881	16	17	1	21	6	26,844	2	8	0	10	0	1	1	41
.....	July 1, 1883	251	20	250	20	6	20,019	1	12	0	9	8	1	1	1
.....	.....	251	16	250	25	6	3,393								
.....	July 1, 1883	2	21	1	21	6	23,307	3	24	8	9	4	3	1	74
.....	July 1, 1883	2	20	1	21	6	69,235								
.....	July 1, 1883	2	26	1	22	6	48,596								
.....	July 1, 1883	2	17	1	12	6	40,896	1	12	0	7	0	1	1	1
.....	.....	3	20	2	20	6	3,139	1	6	6	6	6	1	1	1
.....	July 1, 1881	3	24	2	23	6	28,837	(11)					(11)		
.....	July 1, 1881	16	30	19	26	6	15,244	(12)					13	1	
.....	.....	26	26	31	24	6	15,244	(12)							
.....	July 1, 1880	2	13.66	1	13.13	6	25,847	1	6	7	4	6	1	1	1
.....	July 1, 1883	2	10	1	14	6	55,802	2	8	6	5	6	2	1	2
.....	.....	9	24	8	24	6	65,549	2	21	0	8	4	2	2	4
.....	July 1, 1881	1	20	4	20	6	27,831	1	15	0	10	0	1	1	1
.....	July 1, 1881	2	17.16	1	17.16	6	90,770	2	8	0	6	0	3	1	3
.....	July 1, 1883	5	20	6	20	6	61,598	2	22	6	9	0	4	1	4
.....	Apr. 16, 1884	5	22	6	22	6	90,733								
.....	July 1, 1883	18	15	19	15	6	25,534	1	14	0	6	6	1	1	1
.....	Apr. 6, 1883	20	23.77	19	23.77	6	78,174	2	10	0	7	6	2	1	2
.....	Sept. 1, 1883	1	23	2	23	7	41,709	2	8	6	6	6	1	1	1
.....	July 1, 1880	1	26.55	6	26.55	6	69,142	1	20	6	9	0	1	1	1
.....	.....								17	4	8	8	2	1	22

Railway clerks of Canada. (See Albany and Rochester R. P. O.).  
104 miles covered by Albany and Rochester R. P. O.  
Steamboat service between Portland and Kalama, 40 miles.  
This line was reported last year as Tama City and Algona, Iowa, and Eagle Grove and Hawarden, Iowa R. P. O.'s. The former curtailed to end at Eagle Grove, Iowa, and consolidated with the latter from the present line.  
Balance of route (66.80 miles) covered by Lake Crystal, Minn., and Eagle Grove, Iowa, R. P. O.

Balance of route, Iroquois, Dak., to Hawarden, Iowa (126.37 miles), covered by closed pouches. (See table C<sup>2</sup>).  
Reserve.  
Clerks run to and registered at Sacramento.  
219 miles of route 31027 between Temple and Galveston, Tex., covered by Fort Worth and Galveston R. P. O.  
One car in reserve.  
One clerk detailed transfer clerk Evansville, Ind. Clerks record arrival and departure at depot Terre Haute, but accompany mail to P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation.

Designation of railway post office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Terre Haute, Ind., and Peoria, Ill.	6	176.90	Terre Haute, Ind., Peoria, Ill. (Ill. Midland.).	23048	177.96	226	\$7,912 10
Terre Haute and Worthington, Ind.	5	40.63	Terre Haute, Worthington, Ind. (T. H. and S. East).	22030	40.63	223	1,771 87
Texarkana, Ark., and Dallas, Tex. <sup>2</sup>	7						
Texarkana, Ark., and El Paso, Tex. <sup>3</sup>	7	869.22	Texarkana, Ark., Marshall, Tex. (T. and P.).	31010 <sup>4</sup>	72.26	7,905	14,580 62
			Marshall, El Paso, Tex. (T. and P.).	31009 (part)	794.47 <sup>6</sup>	1,072	61,910 57
Texarkana, Ark., Houston, Tex. <sup>7</sup>	7	330.63	Texarkana, Ark., Marshall, Tex. (T. and P.).	31010 (part)	( <sup>8</sup> )	.....	( <sup>8</sup> )
			Marshall, Longview, Tex. (T. and P.).	31009 (part)	( <sup>10</sup> )	.....	( <sup>10</sup> )
			Longview, Houston, Tex. (I. and G. N.).	31006 <sup>11</sup>	236.23	3,650	35,751 04
Texarkana, Ark., and McGregor, Tex.	7	278.30	Texarkana, Ark., McGregor, Tex. (T. and St. L.).	31025 (part)	278 <sup>12</sup>	550	17,038 78
Texarkana, Ark., and Whitesborough, Tex. <sup>14</sup>	7	173.67	Texarkana, Ark., Whitesborough, Tex. (T. and P.).	31011	173.67	985	14,701 16
Toccoa and Elberton, Ga.	4	51.45	Toccoa, Elberton, Ga. (E. A. L.).	15026	50.42	151	2,155 45
Toledo, Ohio, and Allegan, Mich. <sup>15</sup>	9	157.64	Toledo, Ohio, Allegan, Mich. (Mich. and Ohio).	24019	157.64	214	6,417 03
Toledo and Bush, Ohio <sup>16</sup> ....	5	177.49	Toledo, Ohio, Bush, Ohio (n. o.) (Ohio Cent.).	21055	146.8 <sup>1</sup>	251	6,780 06
			Columbus, Ohio, C. H. V. and T. Jct. (n. o.) (Ohio Cent.).	21068 (part)	( <sup>19</sup> )	.....	( <sup>19</sup> )
<i>Toledo, Ohio, and Chicago, Ill.</i>	9	244.99	<i>Toledo, Ohio, Chicago, Ill. (L. S. and M. S.).</i>	6052 (part)	( <sup>20</sup> )	658.21	( <sup>20</sup> )
<i>Toledo and Cincinnati, Ohio.</i>	5	202.54	<i>Toledo, Dayton, Ohio (Day. and Mich.).</i>	21023	142.95	268	18,700 71
			<i>Dayton, Cincinnati, Ohio (C., H. and D.).</i>	21026	60.41	1,984	7,945 72
Toledo and Columbus, Ohio. <sup>24</sup>	5	125.38	Toledo, Columbus, Ohio, (C., H. V. and T.).	21053	125.38	537	8,147 19
Toledo, Delphos and Cincinnati, Ohio.	5	229.72	Toledo, Dodds, Ohio (Tol., Cin. and St. L.).	21061	192.55	296	9,548 55
			Dodds, Cincinnati, Ohio (T., C. and St. L.).	21078	36.20	412	2,073 88
Toledo and Mansfield, Ohio.	5	87.98	Toledo, Mansfield, Ohio (No. West. Ohio).	21043	87.98	467	5,416 04
Toledo and Marietta, Ohio..	5	262.34	Toledo, Zoar Station, Ohio (Wheel. and L. E.).	21080	155.08	343	8,088 97
			Zoar Station, Marietta, Ohio, (Cleve. and Marietta.).	21040	105.72	305	4,870 72 <sup>25</sup>
<i>Toledo, Ohio, and Saint Louis, Mo.<sup>27</sup></i>	5	203.84 <sup>28</sup>	<i>Toledo, Ohio, Decatur, Ill. (Wash., St. L. and Pac.).</i>	21019 (part)	325.50	6,975	38,897 71
		436.98	Decatur, East Saint Louis, Ill. (Wab., St. L. and Pac.).	23023	( <sup>30</sup> )	.....	( <sup>30</sup> )

<sup>1</sup> One clerk detailed to transfer duty at Peoria, Ill.<sup>2</sup> See Texarkana and El Paso R. P. O.<sup>3</sup> This line is divided at Dallas, Tex., into Texarkana and Dallas R. P. O., 221.83 miles, and Dallas and El Paso R. P. O., 647.39 miles.<sup>4</sup> Texarkana and Houston R. P. O. runs over 71.26 miles of route 31010, between Texarkana and Marshall, and 23 miles of route 31009, between Marshall and Longview, Tex.<sup>5</sup> 1 helper between Texarkana and Marshall.<sup>6</sup> 40 miles of route 31009, between Shreveport and Marshall, covered by New Orleans and Marshall R. P. O.

Trains 302 and 303 run between Texarkana and Longview, and trains 452 and 453 between Longview and Houston.

<sup>8</sup> 71.26 distance on route 31010 covered by Texarkana and El Paso R. P. O.<sup>9</sup> 1 clerk detailed as assistant to chief clerk, Houston, Tex.<sup>10</sup> 23 miles distance on route 31009 covered by Texarkana and El Paso R. P. O.<sup>11</sup> Denison, Troup and Houston R. P. O. also runs 197 miles on route 31006, between Troup and Houston.<sup>12</sup> 26.42 miles of route 31025, between McGregor and Gatesville, Tex., covered by closed-pouch service. (See table C<sup>c</sup>.)<sup>13</sup> Reserve cars.<sup>14</sup> Reported last year as Texarkana, Whitesborough, and Fort Worth R. P. O. Decrease distance 71 miles.<sup>15</sup> Established April 14, 1884.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
	July 1, 1883	1	Miles. 19	2	Miles. 19	6	110,739	2	Ft. In. 12 0	Ft. In. 9 0	3	1	14	
	July 1, 1880	1	16.33	2	17.52	6	25,435	1	11 5	6 10	1	1	1	
	July 1, 1882	301	20	304	20	7	51,606	5	21 0	9 0	12	1	13	
	July 1, 1882	301	20	304	23	7	584,663	1	21 4	9 6				
								1	24 7	9 1				
		303	22	302	23½	7	51,606	2	17 0	9 0				
								2	21 0	9 6	4	1	15	
		303	22	302	23½	7	16,836	1	23 8	9 5				
	July 1, 1882	453	22	452	23½	7	173,579							
	July 1, 1882	1	17½	2	16½	7	203,716	3	23 0	8 6	4	1	4	
	July 1, 1882	331	17½	332	19	7	127,126	123	12 0	7 6				
								2	20 7	7 1	3	1	3	
	July 1, 1880	1	14	2	14	6	32,208	1	17 0	9 0				
								1	10 6	5 8	1	1	1	
	Mar. 20, 1884	31	33.11	32	23.69	6	21,123	163	15 2	7 3	2	1	(17)	
	Apr. 1, 1881	2	24.47	1	22.60	6	91,928	2	16 2	7 0	3	1	3	
		2	28.37	1	28.37	6	19,180							
\$5,490 00	Mar. 9, 1884	25	26.15	22	25.25	6	153,353	2	36 0	9 0	4	1	(21)	
1,786 87	July 1, 1880	25	24.18	8	24.18	6	89,486	}	3	20	8 7	24	1	12
		1	25.52	28	21.72	7	104,640					24	2	
755 12	July 1, 1880	25	26.84	8	23.41	7	37,816							
		1	24.16	28	22.72	7	44,221							
	July 1, 1880	6	25.98	5	25.93	6	78,488	4	15 6	7 10	2	1	2	
	Oct. 1, 1882	1	18.64	2	18.16	6	120,535	3	12 0	5 11	4	1	4	
	May 1, 1882	1	12.79	2	13.25	6	23,268		2512 0	5 9				
	July 1, 1880	8	24.36	1	24.91	6	55,075	2	20 0	8 9	2	1	2	
	Oct. 9, 1882	1	25	6	26.06	6	97,080	3	15 9	8 11	4	1	4	
	July 1, 1880	1	15.47	6	18.67	6	67,144							
13,020 00	July 1, 1880	241		246		6	126,901	3	36 0	9 6	24	1	30	
		43		42		7	236,363	3	50 0	9 6	26	4		
4,537 60		43		42		7	82,401	(21)						

<sup>16</sup> 1 car held in reserve.  
<sup>17</sup> 1 clerk detailed from New York and Chicago R. P. O.; 1 clerk detailed from Pt. Huron and Chicago R. P. O.  
<sup>18</sup> This R. P. O. runs between Toledo and Columbus via Thruston, Ohio.  
<sup>19</sup> Covered by Columbus and Middleport R. P. O., 29 miles.  
<sup>20</sup> Shown in report of New York and Chicago R. P. O.  
<sup>21</sup> Clerks appointed to New York and Chicago R. P. O.; 1 clerk assigned as helper between Elkhart, Ind., and Chicago, Ill. (101.02 miles); 1 clerk assigned as helper between Toledo, Ohio, and Quincy, Mich. (82.20 miles).  
<sup>22</sup> Day line.  
<sup>23</sup> Night line.  
<sup>24</sup> Clerks record arrival and departure at depot at

Columbus, but go to post-office for registered mail; distance, 0.83 mile.  
<sup>25</sup> See route 21061, same R. P. O.  
<sup>26</sup> No pay fixed on 7.50 miles.  
<sup>27</sup> This was formerly the Toledo and La Fayette and La Fayette and Saint Louis R. P. O., consolidated April 15, 1884, and assigned to fifth division. Clerks record arrival and departure at depot Saint Louis, but go to post-office for registered mail.  
<sup>28</sup> Clerks on day line run in mail apartment car between Toledo and La Fayette 6 times per week.  
<sup>29</sup> 1 clerk detailed as chief clerk at Toledo; 1 clerk detailed as transfer clerk at La Fayette.  
<sup>30</sup> Covered by C., D., & St. L. R. P. O., 113.44 miles.  
<sup>31</sup> See route 21019, same R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds</i>	
Towanda and Bernice, Pa.	2	29.21	Towanda, Monroe, Pa. (Barclay).	8069 <sup>1</sup>	4.00	44	\$153 92
			Monroe, Bernice, Pa. (Penna. and N. Y. Canal and R. R. Co.).	(part) 8060	24.15	161	1,032 41
Tower City and Lebanon, Pa. <sup>2</sup>	2	42.26	Tower City, Lebanon, Pa. (L. and T. Brch. Phila. and Read.).	8059	43.40	171	1,032 41
Townsend, Del., and Centreville, Md.	2	35.21	Townsend, Del., Centreville, Md. (Q., A., Kent. and Towns. Brch. P., W. and B.).	10010	35.19	138	1,504 37
Tracy City and Cowan, Tenn.	5	22.31	Tracy City, Cowan, Tenn. (Tenn. Coal and R. R. Co.).	19010	22.31	71	953 75
Tracy, Minn., and Pierre, Dak.	6	255.69	Tracy, Minn., Pierre, Dak. (Chi. and No. West.).	26031	255.71	1,753	29,953 87
Tracy, Minn., and Redfield, Dak.	6	164.14	Tracy, Minn., Redfield, Dak. (Chi. and No. West.).	26014 <sup>3</sup>	164.14	1,451	15,171 45
Trenton and Adrian, Mich.	9	49.60	Trenton, Corbus, Mich. (L. S. and M. S.).	24036 <sup>4</sup>	43.57	193	1,862 12
			Corbus, Adrian, Mich. (L. S. and M. S.).	(part) 24002	( <sup>10</sup> )	.....	( <sup>10</sup> )
Turkey River and West Union, Iowa.	6	58.34	Turkey River, West Union, Iowa (Chi., Mil. and St. Paul).	(part) 27039	58.01	265	2,728 21
Tallulah and Athens, Ga.	4	72.76	Athens, Belton, Ga. (N. E. of Ga.).	15025	40.53	239	1,836 81
			Belton, Tallulah, Ga. (N. E. of Ga.).	15043	33.25	153	1,088 43
Two Bridges, N. J., and Stroudsburgh, Pa. <sup>12</sup>	2	47.90	Two Bridges, N. J., Stroudsburgh, Pa. (N. Y., Susq. and West.).	7058	47.85	143	2,045 58
Union City, Ind., and Dayton, Ohio.	5	47.48	Union City, Ind., Dayton, Ohio (Dayton and Union).	21022	47.48	262	2,232 98
Utica and Binghamton, N. Y.	2	95.70	Utica, Norwich, N. Y. (Utica Div. Del., Lack. and West.).	6041	54.28	939	4,455 30
			Norwich, Chenango Forks, N. Y. (Utica Div. Del., Lack. and West.).	6040	30.32	774	2,281 27
			Chenango Forks, Binghamton, N. Y. (Syr., Bing. and N. Y.).	6065	( <sup>15</sup> )	.....	( <sup>15</sup> )
Utica and Randallsville, N. Y. <sup>16</sup>	2	31.47	Utica, Randallsville, N. Y. (Utica Div. Del. and Hud. Canal Co.).	6057	31.59	422	1,836 64
Vanceboro' and Bangor, Me.	1	114.44	Vanceboro', Bangor, Me. (Me. Central).	12	114.02	4,774	19,107 47
Vicksburgh, Miss., & Lanesville, La.	4	147.01	Vicksburgh, Miss., to Lanesville, La. (V., S. and P.).	30008	147.01	554	4,011 34
Villisca, Iowa, and Bigelow, Mo.	6	69.24	Villisca, Iowa, Burlington Junction, Mo. (Chi., Burl. and Qcy.).	27009	37.68	329	1,932 98
			Burlington Junction, Bigelow, Mo. (K. C., St. Jos. and C. Bluffs).	28044	32.11	308	1,619 95
Wabasha and Zumbrota, Minn.	6	59.20	Wabasha, Zumbrota, Minn. (Chi., Mil., and St. Paul).	26022	59.24	213	2,583 46

<sup>1</sup> Balance of route (13.19 miles) covered by closed-pouch service. (See Table C<sup>c</sup>.)<sup>2</sup> Car and clerk shown on route 8069.<sup>3</sup> Clerk records arrival and departure at Tower City by slips.<sup>4</sup> Reserve car.<sup>5</sup> One helper between Tracy, Minn., and Brookings, Dak., 64 miles.<sup>6</sup> Balance of route (91.25 miles) covered by Winona and Tracy, Minn., R. P. O.<sup>7</sup> Tracy to Watertown.<sup>8</sup> Watertown to Redfield.<sup>9</sup> Balance of route (24.83 miles) covered by Adrian and Fayette R. P. O.<sup>10</sup> Shown in report of Monroe and Adrian R. P. O., 12.80 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.			
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.							
			Miles.		Miles.				Ft.	In.	Ft.	In.				
.....	July 1, 1881	13	8	14	8	6	9,143	1	8	0	8	8	1	1	1	
.....	July 1, 1881	13	10	14	12	6	9,143	(2)	.....	.....	.....	.....	(2)			
.....	July 1, 1881	9	16	10	24	6	26,455	1	8	3	6	4	1	1	1	
								41	8	0	6	3				
.....	July 1, 1881	17	24	18	24	6	22,042	1	10	0	6	0	1	1	1	
.....	July 1, 1880	5	14.83	6	14.83	6	13,966	1	3	0	7	0	1	1	1	
.....	July 1, 1883	1	23	4	23	7	187,165	1	24	0	9	3	4	1	55	
								1	16	0	7	6				
.....	July 1, 1883	1	18	2	18	6	51,376	1	24	0	9	3	3	1	3	
								1	14	6	7	6				
.....	April 4, 1883	121	25.42	120	24.36	6	23,036	}	1	8	8	6	9	1	1	1
		121	25.42	120	24.36	6	8,012									
.....	July 1, 1883	29	17	30	15	6	36,541	1	12	24	7	34	1	1	1	
								111	15	4	8	6				
.....	July 1, 1880	50	16	53	19	6	25,360	2	10	1	6	10	2	1	2	
.....	Aug. 5, 1882	50	20	53	20	6	20,188									
.....	July 23, 1883	1	24	12	17	6	29,986	1	13	1	6	9	1	1	1	
.....	July 1, 1880	6	25.93	1	22.80	6	29,732	1	10	10	5	7	1	1	1	
.....	July 1, 1881	10	22	11	23	6	33,874	1	17	0	7	2	2	1	12	
.....	July 1, 1881	10	25	11	22	6	18,707	(14)	.....	.....	.....	.....	(14)			
.....	.....	10	25	11	27	6	7,328	(14)	.....	.....	.....	.....	(14)			
.....	July 1, 1881	2	22	1	21	6	19,700	1	16	6	6	11	1	1	1	
		4	20	3	20	6	19,700									
\$4,275 75	July 1, 1881	2	21.73	71	22.08	6	71,639	12	0	0	9	0	4	2	8	
		64	22.80	11	19.01	6	71,639	1	20	0	8	9				
								1	20	0	9	6				
.....	July 1, 1882	1	14	2	14.	7	107,317	1	10	11	6	11	2	1	2	
								11	9	0	8	6				
.....	July 1, 1883	81	19	82	19	6	23,375	}	1	11	11	7	1	1	1	1
.....	July 1, 1883	81	21	82	21	6	19,969									
.....	July 1, 1883	1	13	2	14	6	38,059	1	8	0	5	9	1	1	1	
								1	14	9	6	1				

<sup>11</sup> Reserve.

<sup>12</sup> Established July 23, 1883; clerk records arrival and departure at Sparta by slips.

<sup>13</sup> One clerk relieves Utica and Randallville clerk every third week.

<sup>14</sup> Car and clerks shown on route 6041.

<sup>15</sup> 11.74 miles covered by Oswego and Binghamton R. P. O.

<sup>16</sup> Double daily service. Relieved every third week by Utica and Binghamton R. P. O. clerk. Clerk records arrival and departure at Randallville by slips.

<sup>17</sup> One of these cars is a reserve car.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Wadena and Fergus Falls, Minn.	6	53.36	Wadena, Fergus Falls, Minn. (North. Pac.).	26042 <sup>1</sup> (part)	51.95	250	\$2,398 53
Wadesboro', N. C., and Florence, S. C.	4	66.32	Wadesboro', N. C., Cheraw, S. C. (Ch. and Salis.).	14014	26.02	88	1,112 35
			Cheraw, Florence, S. C. (Ch. and Dar.).	14006	40.90	231	1,818 41
Waldo and Wildwood, Fla.	4	76.08	Waldo, Wildwood, Fla. (Fla. Trans.).	16011	72.50	659	5,082 97
Wallula, Wash., and Portland, Oreg.	8	214.10	Wallula, Wash., Portland, Oreg. (Oreg. Ry. and Navigation Co.).	44005	214.80	6,596	40,221 30
Warm Springs, N. C., and Knoxville, Tenn.	3	91.39	Warm Springs, N. C., Morristown, Tenn. (E. Tenn., Va. and Ga.).	19009	50.32	160	2,151 18
			Morristown, Knoxville, Tenn. (part)	19002	( <sup>5</sup> )	.....	( <sup>5</sup> )
Washington, D. C., and Charlotte, N. C.	3	382.04	Alexandria, Lynchburgh, Va. (Va. Mid.).	11002	167.71	12,094	41,296 91
			Lynchburgh, North Danville, Va. (Va. Mid.).	11016	66.34	5,481	11,684 46
			North Danville, Va., Charlotte, N. C. (Rich. and Dan.).	11006 (part)	141.74	9,206	30,539 29
			Washington, D. C., Alexandria, Va. (Alex. and Wash.).	11018	( <sup>6</sup> )	.....	( <sup>6</sup> )
Washington and Evansville, Ind.	5	58.64	Washington, Evansville, Ind. (I. and E.).	22026	58.30	126	2,492 32
Washington, D. C., and Richmond, Va.	3	116.93	Washington, D. C., Richmond, Va. (R., F. and P.).	11001	116.00	18,400	36,498 24
Watertown and Madison, Wis.	6	38.80	Watertown, Madison, Wis. (Chi., Mil. and St. Paul).	25005	39.00	247	1,767 48
Watertown and Utica, N. Y. <sup>14</sup>	2	91.93	Watertown, Utica, N. Y. (Utica and Black River).	6087	91.97	2,136	11,952 42
Way Cross, Ga., and Chattahoochee, Fla.	4	164.21	Way Cross, Ga., Thomasville, Ga. (S., F. and W.).	15018 <sup>5</sup> (part)	104.54	381	5,810 33
			Thomasville, Ga., Climax, Ga. (S., F. and W.).	15031 <sup>6</sup> (part)	27.40	98	1,171 35
			Climax, Ga., Chattahoochee, Fla.	15044	31.65	1,544	No p fixed.
Wells River and Montpelier, Vt.	1	38.64	Wells River, Montpelier, Vt. (Mont. and Wells Riv.).	2012	38.80	528	2,521 22
Wellsville, N. Y., and Bradford, Pa. <sup>15</sup>	2	56.65	Wellsville, N. Y., Eldred, Pa. (Bradford, Eldred and Cuba).	6049	33.14	162	1,416 73
			Eldred, Kinzua Junction, Pa. (Brad., B. and K.).	8133	14.25	60	670 17
			Bradford, Kinzua Junction, Pa. (Brad., B. and K.).	8132 <sup>21</sup> (part)	10.21	101	436 48
West Lebanon, Ind., and Le Roy, Ill.	6	76.20	West Lebanon, Ind., Le Roy, Ill. (Wab., St. L. and Pac.).	23058	76.67	160	3,277 64

<sup>1</sup> Balance of route, Fergus Falls, Minn., to Milnor, Dak. (66.91 miles), covered by closed pouches. See Table C<sup>c</sup>.<sup>2</sup> Reserve.<sup>3</sup> Shown on Helena and Heron R. P. O.<sup>4</sup> 1 chief clerk at Portland.<sup>5</sup> Covered by Bristol and Chattanooga R. P. O., 40.68 miles.<sup>6</sup> 1 in reserve.<sup>7</sup> 3 helpers between Washington and Charlottesville; 1 detailed to office superintendent Railway Mail Service, third division; 1 transfer clerk at Charlottesville, Va.; 1 acting clerk. Clerks on train No. 50, day line south,

return on train No. 53, night line north; clerks on train No. 52, night line south, return on train No. 51, day line north.

<sup>8</sup> 6 miles covered by Washington and Richmond R. P. O.<sup>9</sup> See Richmond and Wilmington R. P. O. Same cars in use on both lines.<sup>10</sup> 2 chief clerks; 1 stenographer office superintendent third division Railway Mail Service; 2 transfer clerks at Washington, D. C.; 1 on detail in the Richmond and Clifton Forge R. P. O.; 2 on detail in the Post-Office Department; 3 on detail in office General Superintendent Railway Mail Service; 1 acting clerk.



in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.		Train No. inward.				Average speed.	Length.				Width.
			Miles.	Miles.										
.....	July 1, 1883	9	13	10	11	6	33,403	1	23 9	9 0	1	1	1	
.....	Sept. 8, 1880	2	16	1	16	6	15,913	1	18 8	9 3	1	1	1	
.....	July 1, 1880	2	16	1	16	6	25,603							
.....	Mar. 1, 1883	9	12	10	15	6	47,626	1	11 6	6 10	1	1	1	
.....	Apr. 1, 1884	1	18.49	2	17.72	7	156,721	( <sup>9</sup> )	24 0	9 0	4	1	45	
.....	July 1, 1880	35	16.20	36	16.54	7	66,715	1	14 0	9 2	2	1	2	
								1	13 9	9 4				
								1	15 0	9 2				
\$13,416 80	July 1, 1881	50	25.39	51	24.17	7	122,076	10	49 3	9 2	6	3	735.	
		52	28.33	53	29.50	7	122,076							
5,807 20	July 1, 1881	50	22.42	51	22.42	7	47,742							
		52	26.15	53	27.06	7	47,742							
11,839 20	July 1, 1881	50	24.00	51	24.34	7	93,660							
		52	30.42	53	30.42	7	93,660				6	2		
175 00		50	14.44	51	14.44	7	5,073							
		52	14.44	53	12.00	7	5,073							
.....	Jan. 1, 1884	13	12.80	14	11.36	6	18,295	1	5 11	6 9	1	1	1	
13,920 00	July 1, 1881	48	24.13	47	25.77	7	85,859	( <sup>9</sup> )			2	3	1023.	
		42	23.20	43	25.77	1164	79,277				2	2		
		40	31.94	( <sup>12</sup> )		6	42,679				2	3		
.....	July 1, 1883	23	27	24	27	6	24,289	1	11 0	7 5	1	1	1	
.....	July 1, 1881	27	26	28	31	6	24,289	1	16 8	7 7				
.....	July 1, 1881	1	23	4	22	6	57,549	1	17 0	6 0	( <sup>14</sup> )			
.....	July 1, 1880	7	26	8	27	7	76,767	1	17 3	9 0	3	1	3.	
.....	July 1, 1880	7	27	8	27	7	20,002							
.....	May 15, 1883	7	31	8	31	7	23,104							
.....	July 1, 1881	6	20.83	1	20.83	6	24,188	1	9 7	7 0	1	1	1	
.....	July 5, 1882	4	16	3	16	6	20,724	1	12 0	7 0	1	1	1	
								1	7 5	5 0				
								1	7 11	5 2				
.....	July 1, 1881	4	15	3	15	6	8,792	( <sup>20</sup> )			( <sup>20</sup> )			
.....	July 1, 1881	4	14	3	14	6	5,891	( <sup>20</sup> )			( <sup>20</sup> )			
.....	July 1, 1883	71	13	72	12	6	47,701	2	7 10	6 6	2	1	2	

<sup>11</sup> Train No. 42 does not run on Sundays.<sup>12</sup> Clerks on train No. 40 return on train No. 47.<sup>13</sup> These 4 crews on detail in the New York and Washington R. P. O. to make a separation of mails for connecting lines at Washington, D. C.<sup>14</sup> See Ogdensburgh and Utica R. P. O. (Long run.)<sup>15</sup> Balance of route covered by Albany and Thomassville R. P. O., 48 miles.<sup>16</sup> Balance of route covered by closed-pouch service (9.60 miles) Climax to Bainbridge. (See Table C.)<sup>17</sup> Reserve car.<sup>18</sup> Clerk records arrival and departure at Bradford by slips.<sup>19</sup> Reserve cars.<sup>20</sup> Cars and clerk shown on route 6049.<sup>21</sup> Balance of route (15.84 miles) covered by closed-pouch service. (See Table C.)

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
<i>West Liberty and Council Bluffs, Iowa.</i>	6	279.36	West Liberty, U. P. Transfer, Iowa (Chi., R. Isl. and Pac.).	27014 <sup>1</sup> (part)	279.10	4,827	\$37,608 72
West Point, Miss., and Mobile, Ala.	4	232.99	West Point, Miss, Mobile, Ala. (M. and O.).	18004 <sup>5</sup> (part)	232.50	1,320	14,473 12
West Point and Richmond, Va.	3	39.07	West Point, Richmond, Va. (R., Y., R. and C.).	11007	40.50	314	2,043 22
West Winsted and Bridgeport, Conn.	1	62.22	Winsted, Bridgeport, Conn. (Naugatuck).	5011	62.03	1,327	6,152 13
Whiting and Tuckerton, N. J. <sup>9</sup>	2	29.59	Whiting, Tuckerton, N. J. (Tuckerton).	7032 <sup>10</sup> (part)	29.00	214	1,264 69
White River Junction, Vt., and Springfield, Mass.	1	124.39	White Riv. Junct., Windsor, Vt. (Ct. Ver.).	2002 <sup>11</sup> (part)	( <sup>12</sup> )	.....	( <sup>12</sup> )
			Windsor, Bellows Falls, Vt. (Sullivan).	2004	( <sup>14</sup> )	.....	( <sup>14</sup> )
			Bellows Falls, Brattleboro', Vt. (Ver. Valley).	2005	( <sup>15</sup> )	.....	( <sup>15</sup> )
/			Brattleboro', So. Vernon, Vt. (Ct. Ver.).	3062 <sup>16</sup> (part)	( <sup>17</sup> )	.....	( <sup>17</sup> )
			So. Vernon, Vt., Springfield, Mass. (Conn. Riv.).	3067	( <sup>18</sup> )	.....	( <sup>18</sup> )
Wichita Falls and Fort Worth, Tex.	7	114.10	Wichita Falls, Ft. Worth, Tex. (Ft. W. and D. City).	31037	115.44	476	7,205 76
Williamsburg, Mass., and New Haven, Conn.	1	85.59	Williamsburg, Mass., New Haven, Conn. (New Hav. and Northampton).	5010	85.17	1,282	8,666 04
<i>Williamsport, Pa., and Baltimore, Md.</i>	2	179.83	Williamsport, Sunbury, Pa. (No. Central).	8022 <sup>19</sup> (part)	39.81	5,513	6,011 73
			Sunbury, Pa., Baltimore, Md. (No. Central).	10002	137.80	6,989	26,391 45
Williamsport and Erie, Pa.	2	249.68	Williamsport, Erie, Pa. (P. and E. Div., Penna.).	8022 <sup>22</sup> (part)	248.68	1,480	20,491 94
Williamsport and Reading, Pa.	2	141.37	Williamsport, Port Clinton, Pa. (C. and W. Branch, Phila. and Read.).	8014	121.66	503	6,033 11
			Port Clinton, Reading, Pa. (Phila. and Read.).	8002	( <sup>24</sup> )	.....	( <sup>24</sup> )
Willimantic and New Haven, Conn.	1	54.69	Willimantic, New Haven, Conn. (N. Y., N. H. and Hart.).	5014	54.62	2,834	7,518 98
<i>Wilmington, N. C., and Charleston, S. C.</i>	4	213.53	Wilmington, N. C., Florence, S. C. (W., C. and A.).	14002 (part)	110.00 <sup>25</sup>	4,496	18,245 70
			Florence, Charleston, S. C. (N. E.).	14005	102.00	4,312	16,395 48
Wilmington and Charlotte, N. C.	3	188.40	Wilmington, Charlotte, N. C. (C. C.).	13003	188.89	323	9,690 05
Wilmington, Del., and Landenburgh, Pa.	2	20.38	Wilmington, Del., Landenburgh, Pa. (Balto. and Phila.).	9505	20.55	83	878 51
Winchendon and Palmer, Mass.	1	49.94	Winchendon, Palmer, Mass. (Bos. and Albany).	3030	49.67	311	2,505 85

<sup>1</sup> Balance of route (38.85 miles) covered by Chicago, Ill., and West Liberty, Iowa, R. P. O.<sup>2</sup> Day line.<sup>3</sup> 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.<sup>4</sup> Night line.<sup>5</sup> Balance of route shown on Cairo and West Point R. P. O., 263.34 miles.<sup>6</sup> Cars on Cairo and West Point R. P. O. run through to Mobile, Ala.<sup>7</sup> 1 of these cars is a reserve car.<sup>8</sup> Reserve car.<sup>9</sup> Double daily service.<sup>10</sup> Balance of route (7.73 miles) covered by closed-pouch service. See Table C<sup>o</sup>.<sup>11</sup> Balance of route covered by Saint Albans and Boston R. P. O., 96 miles.<sup>12</sup> Covered by Newport and Springfield R. P. O., 14.13 miles.<sup>13</sup> 1 clerk, as helper, runs 3 days every week. The Keene and Springfield clerk runs between West Northfield and Springfield, Mass., as assistant to these clerks. See note, that line.<sup>14</sup> Covered by Newport and Springfield R. P. O., 26.32 miles.<sup>15</sup> Covered by Newport and Springfield R. P. O., 24.02 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.										
		Train No. outward.	Average speed.	Train No. inward.	Average speed.											
			Miles.		Miles.											
\$14,181 50	Apr. 1, 1884	33	23	4	24	6	174,879	8	50	0	9	0	24	2	13	
		41	23	2	23	6	174,879					44	1			
	May 22, 1883	2	23	1	34	7	170,083	(*)					4	1	4	
	July 1, 1881	50	18.32	51	19.12	6	24,458	1	10	6	6	8	1	1	1	
	July 1, 1881	5	23.15	16	22.01	6	38,950	73	16	0	6	0	3	1	2	
		15	22.81	10	22.88	6	38,950	71	13	0	6	0				
	July 1, 1881	2	29	1	28	12	37,047	1	3	0	6	11	1	1	1	
		4	27	3	17		7,488									
		15	16.80	23	24	6										
		15	22.28	23	23.50	6	15,769									
		15	24	23	26.17	6	15,036	72	26	6	6	5	2	1	108	
		15	22.21	23	10.99	6	6,435									
		15	22.55	29	22.31	6	33,140									
	Aug. 1, 1883	1	22	2	22	7	83,521	2	17	3	9	3	2	1	3	
	July 1, 1881	55	27.00	22	29.38	6	53,579	1	15	4	6	7	3	1	3	
		57	26.58	10	27.45	6	53,579	1	14	10	6	10				
								1	9	9	6	7				
								71	10	6	6	8				
995 25	July 1, 1881	4	26	73	22	6	25,390	73	40	0	6	4	3	4	12	
3,445 00	July 1, 1881	4	26	3	24	6	87,275	(21)					(21)			
	July 1, 1881	8	23	10	24	6	156,800	2	15	0	3	0	4	1	205	
								71	15	0	3	0				
	July 1, 1881	4	23	1	23	6	75,746	2	11	6	6	8	2	1	3	
								71								
		4	30	1	30	6	12,752	(22)					(22)			
	July 1, 1881	2	28.17	1	27	6	34,283	1	14	0	6	10	1	1	1	
6,906 09	July 1, 1883	40	33	47	33	7	81,030	(23)1	49					2	21	
		42	27.50	43	27.50	7	81,030	1	44	6	6					
								1	42	6	6	10	3	1		
5,100 00	July 1, 1880	40	29	47	25	7	74,847									
		42	25.50	43	25.50	7	74,847	(23)2	49	2	6	2				
	July 1, 1881	1	16.26	2	16.62	6	117,938	(23)4	13	4	6	8	3	1	3	
	July 1, 1881	4	13	3	14	6	12,759	22	7	6	6	20	1	1	1	
	July 1, 1881	6	16.47	4	14.82	6	31,262	72	10	0	6	0	1	1	1	

\* Balance of route covered by Brattleboro' and Palmer R. P. O., 11.11 miles.

\* Covered by Brattleboro' and Palmer R. P. O., 10.28 miles.

\* Covered by Newport and Springfield R. P. O.

\* Balance of route (248.68 miles) covered by Willamport and Erie R. P. O.

\* Train 3 is train 9 from Baltimore to Harrisburg.

\* Cars and clerks shown on route 8022.

\* Balance of route (39.81 miles) covered by Willamport and Baltimore R. P. O.

\* 1 clerk on Sheffield and Erie R. P. O., short run.

\* 20 miles covered by Pottsville and Philadelphia R. P. O.

\* Cars and clerks shown on route 8014.

\* Balance of route shown on Florence and Columbia, 83 miles.

\* See Charleston and Jacksonville R. P. O.

\* Postal car, with no clerks, attached to express train No. 48, Wilmington to Florence; goes south with postal clerks on train 42, Florence to Charleston, S. C.

\* Reserve cars.

\* 2 in reserve.

\* 1 reserve car.

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Designation of railway post office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Winchendon and Worcester, Mass.	1	38. 05	Winchendon, Worcester, Mass. (Bos., Barre and Gard.).	3057	( <sup>1</sup> )	-----	( <sup>1</sup> )
Winona and Tracy, Minn..	6	229. 43	Winona, St. Peter, Minn. (Winona and St. Peter).	26015	139. 80	4, 101	\$17, 690 29
			St. Peter, Tracy, Minn. (Winona and St. Peter).	26014 <sup>b</sup>	91. 25	250	7, 614 81
			(part)				
Worcester, Mass., and Norwich, Conn.	1	59. 72	Worcester, Mass., Norwich, Conn. (N. Y. and N. Eng.).	5001	60. 69	1, 060	5, 344 96
Worcester, Mass., Providence, R. I.	1	44. 14	Worcester, Mass., Providence, R. I. (Prov. and Wor.).	4001	43. 92	1, 302	4, 318 65
Xenia, Ohio, and Richmond, Ind.	5	58. 17	Xenia, Dayton, Ohio (P., C. and St. L.).	21011	16. 89	675	1, 198 68
			Dayton, Ohio, Richmond, Ind. (P., C. and St. L.).	21030	42. 16	363	2, 271 15
Yates City and Rushville, Ill.	6	63. 95	Yates City, Rushville, Ill. (Chi., Burl. and Q'cy.).	23008	63. 94	536	4, 154 82
York and Peach Bottom, Pa.	2	40. 83	York, Peach Bottom, Pa. (York and Peach Bottom.)	8092	40. 07	290	1, 953 01
Ypsilanti and Hillsdale, Mich.	9	62. 03	Ypsilanti, Hillsdale, Mich. (L. S. and M. S.).	24024	65. 52	304	3, 249 14

RECAPITULATION.

Division.	Number of railway post-office lines.	Number of crews.	Number of railway postal clerks at work on lines.	Whole number of clerks in the service.	Miles run by clerks from register to register.	Miles of railroad over which clerks run.	Annual miles of railroad service performed by clerks.	Annual pay for transportation.
First .....	81	182	328	368	7, 102. 16	4, 993. 76	6, 237, 540	\$791, 250 58
Second .....	157	299	488	560	13, 591. 49	11, 161. 93	11, 147, 083	1, 453, 935 90
Third .....	46	139	198	224	5, 741. 78	5, 338. 95	5, 250, 528	683, 560 10
Fourth .....	63	179	219	242	9, 516. 55	9, 102. 78	7, 951, 564	821, 827 35
Fifth .....	117	367	638	686	18, 977. 40	15, 336. 07	14, 684, 033	1, 908, 891 47
Sixth .....	201	526	776	827	29, 262. 83	26, 915. 93	21, 186, 781	3, 235, 612 65
Seventh .....	104	319	439	468	19, 183. 76	17, 880. 72	15, 689, 254	1, 921, 711 54
Eighth .....	29	90	107	115	5, 902. 27	5, 464. 58	4, 236, 031	721, 832 54
Ninth .....	47	139	390	419	6, 944. 03	5, 945. 84	6, 257, 285	1, 401, 873 32
Total...	845	2, 240	3, 583	78, 909	116, 223. 27	102, 140. 56	92, 640, 099	\$12, 940, 495 45

Total miles of railroad route (including terminal distances from depots to post-offices) ..	117, 160
Total miles of railroad route over which railway postal clerks run .....	102, 141
Total miles of railroad route upon which there is no service by railway postal clerks...	15, 019
Total annual miles of railway postal service by clerks .....	92, 640, 099
Total annual miles of railway service, express mails, and closed pouches .....	49, 901, 293
Average annual distance run by each postal clerk .....	41, 283
Total number of letters, pieces of ordinary mail matter, registered packages, and through registered pouches handled .....	4, 536, 697, 326
Average daily number of pieces of mail handled by each postal clerk .....	3 193
Total number of errors in distribution .....	1, 167, 223
Average annual number of errors made by each postal clerk .....	299
Average daily miles run by each postal clerk .....	113
Cost of transportation by railroad .....	\$12, 940, 495 45
Cost of railway post-office cars .....	1, 815, 986 96
Total annual cost of the service .....	14, 756, 482 41

<sup>1</sup> Covered by Peterboro' and Worcester R. P. O., 37.92 miles.      P. O. are also used on this line; shown in column No. 17, that line. See note, that line.  
<sup>2</sup> The cars used by Peterboro' and Worcester R.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	.....	6	Miles. 23.36	11	Miles. 19.30	6	23,819	(3)	.....	.....	1	1	2
.....	July 1, 1883	3	22	4	18	6	87,515	42	35 4	9 3	4	1	4
.....	Dec. 20, 1880	3	25	4	21	6	56,108						
.....	July 1, 1881	6	22.50	9	21.41	6	37,386	1	12 2	7 0	1	1	1
.....	July 1, 1881	8	24.79	33	21.70	6	27,632	2	16 4	6 8	2	1	2
		36	22.63	7	21.70	6	27,632	61	16 7	6 8			
.....	July 1, 1880	7	23.78	4	20.34	6	10,573	1	19 10	8 4	1	1	1
.....	July 1, 1880	7	27.58	4	21.08	6	25,841						
.....	July 1, 1883	153	20	154	20	6	40,033	1	16 8	8 9½	1	1	1
.....	Sept. 4, 1883	3	17	2	18	6	25,550	1	8 7	7 6	1	1	1
								61	13 8	7 6			
.....	Apr. 4, 1883	153	21.60	154	24.48	6	38,830	1	8 8	6 9	1	1	1

RECAPITULATION.

Annual pay for railway post-office cars.	Number of cars and apartments.					Total number of letters and pieces of ordinary mail matter handled.	Total registered packages handled.	Total through registered pouches handled.
	Whole cars in use.	Whole cars in reserve.	Apartments in use.	Apartments in reserve.	Total cars and apartments.			
\$117,273 22	18	2	117	61	198	372,792,510	1,269,567	64,332
201,601 75	25	14	192	131	362	542,981,750	2,388,524	109,557
132,194 05	37	9	64	9	119	225,827,010	1,154,940	54,893
109,397 95	30	10	92	25	157	312,507,290	1,711,384	52,508
324,363 94	53	12	180	36	281	785,262,290	2,082,281	158,709
376,844 38	90	28	277	41	436	906,341,610	3,493,557	86,631
143,032 95	43	17	186	22	268	747,584,430	2,518,210	47,750
58,010 25	16	2	43	6	67	131,553,320	730,725	12,695
354,313 17	37	8	68	9	122	494,811,690	974,718	124,445
1,815,986 96	349	102	1,219	340	2,010	4,519,661,900	16,323,906	711,520

The divisions are constituted as follows: 1st division, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut; 2d division, New York, New Jersey, Pennsylvania, Delaware, and the Eastern Shore of Maryland; 3d division, Maryland (excluding the Eastern Shore), Virginia, West Virginia, North Carolina, and the District of Columbia; 4th division, South Carolina, Georgia, Florida, Alabama, Mississippi, and Louisiana; 5th division, Ohio, Indiana, Kentucky, and Tennessee; 6th division, Wisconsin, Illinois, Iowa, Nebraska, Minnesota, Upper Peninsula of Michigan, and the Territories of Dakota and Wyoming; 7th division, Missouri, Kansas, Arkansas, Texas, Colorado, and the Indian Territory and Territory of New Mexico; 8th division, California, Nevada, Oregon, and the Territories of Alaska, Arizona, Idaho, Montana, Utah, and Washington; 9th division, the through mails via Buffalo, Suspension Bridge, Toledo, and Detroit, the lines of the Lake Shore and Michigan Southern Railroad, and the Lower Peninsula of Michigan.

1 clerk detailed as transfer clerk at Worcester, Mass.  
4 Whole cars.  
5 Balance of route (164.14 miles) covered by Tracy, Minn., and Redfield, Dak., R. P. O. Reserve car.

7 23 of these are acting clerks and are not borne on the rolls of the Department.  
8 This column, as also the foregoing table, shows the cost of transportation only on routes and parts of routes on which there is railway post-office service.

TABLE B<sup>b</sup>.—Statement of steamboat mail service, with postal clerks, in operation

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Alpena and Bay City, Mich.	9	24099	Alpena, Bay City, Mich...	Cole & Holt .....	126
Baltimore and Benedict, Md.	3	10098	Baltimore, Benedict, Md..	Henry Williams .....	123. 50
Baltimore and Crisfield, Md.	3	10094	Baltimore, Md., Wilson's Wharf, Va.	Eastern Shore Steamboat Company.	150
Baltimore, Md., and Fredericksburgh, Va.	3	11100	Fredericksburgh, Va., Baltimore, Md.	Weems line of steamers (Henry Williams).	293. 50
Baltimore and Freeport, Md.	3	10099	Baltimore, Freeport, Md..	Maryland Steamboat Company, Howard B. Ensign, president.	200
Baltimore, Md., and Norfolk, Va.	3	11096	Norfolk, Va., Baltimore, Md.	Baltimore Steam Packet Company.	200
Bayou Sara and Baton Rouge, La.	4	30084	Bayou Sara, Baton Rouge, La.	.....	32
	2	6768	Brooklyn, N. Y., Jersey City, N. J.	Brooklyn Annex Company.	2. 50
Cairo, Ill., Memphis, Tenn.	7	28099	Saint Louis, Mo., Memphis, Tenn.	Saint Louis and Vicksburgh Packet Company (Anchor Line).	265
Canandaigua and Naples, N. Y.	2	6884	Canandaigua, Naples, N. Y.	Canandaigua Navigation Company.	21
Chattanooga and King's Creek, Tenn.	5	19099	Chattanooga, King's Creek, Tenn.	J. P. and W. E. Kendrick..	109
Demopolis and Mobile, Ala.	4	17097	Demopolis, Mobile, Ala...	.....	240
Elmot, Ark., Memphis, Tenn.	7	29099	Elmont, Ark., Memphis, Tenn.	.....	99
Evansville, Ind., and Bowling Green, Ky.	...	20099	Evansville, Ind., Bowling Green, Ky.	C. G. Smallhouse .....	198
Evansville, Ind., and Cairo, Ill.	6	20098	Evansville, Ind., Cairo, Ill.	.....	202
Faisonla and Vicksburgh, Miss.	4	18099	Faisonla, Vicksburgh, Miss.	.....	209
Franklin, Va., and Edenton, N. C.	3	.....	Franklin, Va., Edenton, N. C.	Albemarle Steamboat Navigation Company.	108
Gallipolis, Ohio, and Huntington, W. Va.	3	21100	Huntington, W. Va., Gallipolis, Ohio.	William Bay .....	45. 50
Geneva and Watkins, N. Y.	2	6765	Geneva, Watkins, N. Y ...	Seneca Lake Steam Navigation Company.	47
Greenwood and Vicksburgh, Miss.	4	18100	Greenwood, Vicksburgh, Miss.	.....	242

*in the United States at any time during the year ended June 30, 1884.*

Annual miles of service.	Number of round trips with clerks per week.	Number of steamboats on line.	Dimensions of mail apartments.		Number of crew.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, &c.
32,084	6	2	10 0	5 0	2	1	1	Connects at Bay City, Mich., with Bay City and Detroit and Bay City, Wayne and Detroit R. P. O's. Service by clerks discontinued November 15, 1883.
25,088	2	1	12 0	5 0	2	1	2	
70,960	6	2	2 0	10 0	4	1	4	Baltimore to Crisfield (110 miles) 6 times a week. Crisfield to Wilson's Wharf (40 miles) twice a week.
81,048	2	1	8 6	8 8	2	1	2	
		1	7 10	5 8				
		1	9 9	7 0				
41,000	2	1	10 6	3 0	1	1	1	
124,800	6	1	10 6	7 0	2	1	2	Connects at Norfolk with Norfolk and Raleigh R. P. O.
		1	10 0	6 0				
20,032	6	1	8 0	4 0	1	1	1	Connects at Baton Rouge, La., with New Orleans and Marshall R. P. O.
8,420								36 round trips per week; closed-pouch service only. Connects with New York and Washington R. P. O., New York and Pittsburgh R. P. O., and New York Philadelphia R. P. O.
82,942	2	2	8 4	6 9	2	1	2	Makes all Cairo, Ill., and Memphis, Tenn., connections; also connects at Columbus, Ky., with Saint Louis and Columbus R. P. O.; at Hickman, Ky., with Nashville and Hickman R. P. O., and at Elmot, Ark., with Elmot and Memphis River R. P. O.
		1	8 4	7 0				
		1	7 9	6 10				
		1	7 4	8 0				
8,792	6	2	4 0	6 0	1	1	1	Service for 8 months only. Connects with Canandaigua and Elmira R. P. O., Canandaigua and Batavia R. P. O., Syracuse, Auburn and Rochester R. P. O., Albany and Rochester R. P. O.
22,817	2	1	8 2	6 0	1	1	1	Connects at Chattanooga, Tenn., with Bristol and Chattanooga, Chattanooga and Memphis, Nashville and Chattanooga, Chattanooga and Atlanta, Chattanooga and Meridian, and Cincinnati and Chattanooga R. P. O's.
		1	8 0	6 0				
24,000	1	1	8 0	6 0	1	1	1	Connects at Mobile with Montgomery and New Orleans and Western Pacific and Mobile R. P. O's; connects at Demopolis with Selma and Meridian R. P. O.
81,088	2	1	7 0	6 0	1	1	1	Makes all Memphis, Tenn., connections, and connects at Elmot, Ark., with Cairo and Memphis River R. P. O.
41,448	2	2	8 0	6 0	1	1	1	Connects at Evansville, Ind., with Evansville and Cairo; Evansville, Fort Branch and Mount Vernon; Evansville and Nashville; Evansville and Saint Louis; Jasper and Evansville; Peoria and Evansville, Louisville and Evansville, and Terre Haute and Evansville R. P. O's. Connects at Livermore and South Carrollton, Ky., with Owensborough and Russellville R. P. O. Connects at Bowling Green, Ky., with Bowling Green and Memphis, Cincinnati and Nashville, and Louisville and Nashville R. P. O's.
126,452	6	4	7 10	6 24	2	1	2	
			8 0	8 2				
			9 0	5 8				
			8 0	6 0				
21,738	1	1	( <sup>1</sup> )		1	1	1	Connects at Vicksburgh with Meridian and Vicksburgh R. P. O. and Vicksburgh and Lanesville R. P. O.
23,008	2	1	8 2	6 9	1	1	1	<sup>1</sup> Mails carried in cabin.
28,392	6	1	8 2	6 0	1	1	1	
20,516	6	2	7 8	5 6	2	1	2	Connects with Syracuse, Auburn and Rochester R. P. O., Canandaigua and Elmira R. P. O., Albany and Rochester R. P. O., Geneva and Wellsborough R. P. O., Lyons and Sayre R. P. O.
25,168	1	1	( <sup>2</sup> )		1	1	1	Connects at Vicksburgh with Meriden and Vicksburgh R. P. O. and Vicksburgh and Lanesville R. P. O.
								<sup>2</sup> Mails carried in cabin.



TABLE B<sup>b</sup>.—Statement of steamboat mail service with postal clerks in operation in

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Jacksonport, Ark., Terrene, Miss.	7	29093	Jacksonport, Ark., Terrene, Miss.	.....	390.50
Jacksonville and Enterprise, Fla.	4	16097	Jacksonville, Enterprise, Fla.	.....	206.94
Jamestown and Mayville, N. Y.	2	6770	Jamestown, Mayville, N. Y.	Chautauqua Lake Transportation Company.	21
Johnsonville, Tenn., and Waterloo, Ala.	...	20100	Johnsonville, Tenn., Waterloo, Ala.	W. G. Brown.....	148
Lester, Ark. (n. o.), Memphis, Tenn.	7	29094	Lester, Ark., Memphis, Tenn.	.....	328
Loudon and Kingston, Tenn.	...	19098	Loudon, Kingston, Tenn..	W. S. Allison.....	80
Louisville, Ky., and Evansville, Ind.	...	20097	Louisville, Ky., Evansville, Ind.	W. C. Hite.....	217
Machiasport and Portland, Me.	1	97	Machiasport, Portland, Me.	Portland, Bangor and Machiasport Steamship Company.	232 <sup>s</sup>
Memphis, Tenn., and Friar's Point, Miss.	4	29050	Memphis, Tenn., Friar's Point, Miss.	.....	111
Memphis, Tenn., and Vicksburgh, Miss.	4	29064	Memphis, Tenn., Greenville, Miss.	.....	261
		29063	Greenville, Vicksburgh, Miss.	.....	155
Monroe and Red River Landing, La.	4	29068	Monroe, Red River Landing, La.	.....	285
Natchez, Miss., and Bayou Sara, La.	4	30092	Natchez, Miss., Bayou Sara, La.	.....	110
New Orleans and Hope Villa, La.	4	30097	New Orleans, Hope Villa, La.	.....	119
New Orleans and Port Eads, La.	4	30100	New Orleans, Port Eads, La.	.....	128

the United States at any time during the year ended June 30, 1884—Continued.

Annual miles of service.	Number of round trips with clerks per week.	Number of steamboats on line.	Dimensions of mail apartments.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices &c
81,745	2	1	7 0 6 3 7 0 6 3	2	1	2	Connects at Newport, Ark., with Saint Louis and Texarkana R. P. O. and Newport and Batesville R. R.; at De Vall's Bluff, Ark., with Memphis and Little Rock R. P. O.; at Clarendon, Ark., with Cairo and Texarkana R. P. O. and Helena and Clarendon R. P. O.; at Terrene, Miss., with Memphis and Vicksburgh River R. P. O. and Pine Bluff and Terrene River R. P. O.
122,544	8	1	10 0 5 2 8 7 7 2 8 6 6 6 8 3 6 2 9 0 6 5 8 0 7 6	5	1	6	Connects at Jacksonville with Charleston and Jacksonville and Jacksonville and Pensacola R. P. O's; at Sanford with Sanford and Tampa R. P. O.; 1 clerk detailed as transfer clerk at Toccol, Fla.
4,398	12	1	8 0 6 0 7 0 5 0	1	1	1	Service for 2 months only; connects with Buffalo and Jamestown R. P. O., Buffalo and New Castle R. P. O., Salamanca and Kent R. P. O.
30,961	2	2	( <sup>1</sup> ) .....	4	1	4	These clerks are the clerks of the steamboats on which they run. <sup>1</sup> No mail apartment. Connects at Johnsonville, Tenn., with Nashville and Hickman R. P. O.
34,221	1	2	Boat's office	1	1	1	Makes all Memphis, Tenn., connections, and connects at Madison, Ark., with Memphis and Little Rock R. P. O.
12,848	6	1	6 6 6 0	1	1	1	Connects at London, Tenn., with Bristol and Chattanooga R. P. O.
62,138	3	3	6 0 6 0	3	1	3	Connects at Louisville, Ky., with Chicago and Louisville, Cincinnati and Louisville, Cincinnati, North Vernon and Louisville, Cincinnati and Nashville, Louisville and Nashville, Louisville and Paducah, Louisville and Knoxville, Louisville and Bloomfield, Louisville and Mount Vernon, Lexington and Louisville, and Indianapolis and Louisville R. P. O's; connects at Owensboro', Ky., with Owensboro' and Russellville R. P. O.; connects at Evansville, Ind., with Evansville and Cairo, Evansville and Nashville, Evansville, Fort Branch and Mount Vernon Evansville and Saint Louis, Peoria and Evansville Jasper and Evansville, and Terre Haute and Evansville R. P. O's.
14,976	.....	1	9 0 10 0	1	1	1	<sup>2</sup> The distance as given by the Department is 324 miles from Boston. As the agent only performs service between Portland and Machiasport (232 miles), the annual miles of service is computed from that point.
32,743	3	2	6 0 6 0	1	1	1	Connects at Memphis with Chattanooga and Memphis, Bowling Green and Memphis, Kansas City and Memphis, Memphis and Little Rock, Memphis and Grenada, and Paducah and Memphis R. P. O's.
81,848	3	1	12 0 6 0	5	1	6	Connects at Memphis with Chattanooga and Memphis, Bowling Green and Memphis, Kansas City and Memphis, Memphis and Little Rock, Memphis and Grenada, and Paducah and Memphis R. P. O's.
48,300	...	1	6 8 6 4 8 7 7 2 7 4 7 10 6 6 7 6 7 2 8 2				
29,640	1	3	( <sup>3</sup> ) .....	3	1	3	Connects at Monroe with Vicksburgh and Lanesville R. P. O.
34,430	3	1	7 0 6 6	1	1	1	<sup>4</sup> Mails carried in cabin. Connects at Natchez with Jackson and Natchez R. P. O.
24,752	2	1	( <sup>4</sup> ) .....	1	1	1	Connects at New Orleans, La., with Cairo and New Orleans, Montgomery and New Orleans, New Orleans and Alexandria, New Orleans and Houston, and New Orleans and Marshall R. P. O's.
62,283	( <sup>5</sup> )	2	6 0 5 6 6 0 6 0 6 0 6 0	2	1	2	<sup>4</sup> Mails carried in cabin. Connects at New Orleans with Cairo and New Orleans, Montgomery and New Orleans, New Orleans and Alexandria, New Orleans and Houston, and New Orleans and Marshall R. P. O's.
							<sup>5</sup> 79 miles covered 6 times a week (New Orleans to Buras); 37 miles covered 3 times a week (Buras to Port Eads); 12 miles covered 1 time a week (side supply to Pilot Town).

TABLE B<sup>b</sup>.—Statement of steamboat mail service with postal clerks in operation in

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Norfolk and Richmond, Va.	3	11099	Norfolk, Richmond, Va...	L. B. Tatum, superintendent Virginia Steamboat Company.	151
Parkersburgh, W. Va., and Pomeroy, Ohio.	...	12099	Parkersburgh, W. Va., Pomeroy, Ohio.	Williams & Moddy .....	87.5
	2	6853	Penn Yan, Hammondsport, N. Y.	Kenka Navigation Company.	21
Pine Bluff, Ark., Terrene, Miss.	7	20095	Pine Bluff, Ark., Terrene, Miss.	.....	140
	2	6764	Plattsburgh, N. Y., Burlington, Vt.	Champlain Transportation Company.	24
Portland and Astoria, Oreg.	8	44100	Portland, Astoria, Oreg...	Oregon Railway and Navigation Company.	98
Port Townsend and New Tacoma, Wash.	8	43099	New Tacoma, Port Townsend, Wash.	.....do .....	95.75
Portsmouth and Cincinnati, Ohio.	5	21099	Portsmouth, Cincinnati, Ohio.	Portsmouth, Big Sandy and Pomeroy Packet Company.	128
Rome, Ga., and Gadsden, Ala.	4	17093	Rome, Ga., Gadsden, Ala. ....	.....	155
Sehome and Seattle, Wash.	8	43098	Seattle, Sehome, Wash ...	James C. Brittain.....	158
Semiahmoo and Port Townsend, Wash.	8	43097	Port Townsend, Semiahmoo, Wash.	William T. Monroe .....	130
Ticonderoga and Lake George, N. Y.	2	6766	Lake George, Fort Ticonderoga, N. Y.	Lake Champlain Steamboat Company.	40
Titusville and Lake Worth, Fla.	4	16078	Titusville, Lake Worth, Fla.	.....	146
Vicksburgh and Natchez, Miss.	4	30091	Vicksburgh, Natchez, Miss.	.....	100
Wheeling and Parkersburgh, W. Va.	...	12098	Wheeling, Parkersburgh, W. Va.	Charles H. Booth .....	92
Zanesville and Marietta, Ohio.	...	21098	Zanesville, Marietta, Ohio.	K. M. Armstrong .....	75

the United States at any time during the year ended June 30, 1884—Continued.

Annual miles of service.	Number of round trips with clerks per week.	Number of steamboats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, &c.
			Length, feet and inches.	Width, feet and inches.				
47, 112	3	1	9 8	3 2	1	1	1	
54, 600	6	1	10 0	5 8	2	1	2	There is a relief clerk appointed on this route, who also performs service on route 12098, Wheeling to Parkersburgh, W. Va.
9, 891	...	...	...	...	...	...	...	6 round trips per week; closed-pouch service only. Connects with Canandaigua and Elmira R. P. O.
29, 213	2	1	7 0	6 0	1	1	1	Connects at Pine Bluff with Cairo and Texarkana R. P. O., and Little Rock and Warren R. P. O.; at Terrene, Miss., with Memphis and Vicksburgh River R. P. O., and Jacksonport and Terrene River R. P. O.
11, 314	...	...	...	...	...	...	...	6 round trips per week; closed-pouch service only. Service for 9 months only. Connects with Cambridge Junction and Burlington R. P. O., Essex Junction and Boston R. P. O.
61, 348	6	2	14 6	6 6	2	1	2	
			8 6	7 6				
59, 939	6	2	6 7	6 0	2	1	2	
			10 9	6 0				
59, 974	...	2	6 0	5 6	2	1	2	One clerk makes three round trips per week between Portsmouth and Cincinnati, and one clerk makes three round trips per week between Maysville and Cincinnati; connects at Portsmouth, Ohio, with Columbus and Ashland, Hamden and Portsmouth, and Portsmouth and Cincinnati R. P. O.'s; connects at Maysville, Ky., with Maysville, Paris and Cincinnati R. P. O.; connects at New Richmond, Ohio, with Cincinnati and New Richmond R. P. O.; connects at Cincinnati, Ohio, with Chicago and Cincinnati, Chicago, Richmond and Cincinnati, Cincinnati and Chattanooga, Cincinnati and Georgetown, Cincinnati, Hamilton and Indianapolis, Cincinnati and Richmond, Cincinnati and Louisville, Cincinnati and Nashville, Cincinnati and New Richmond, Cincinnati, North Vernon and Louisville, Cincinnati and Saint Louis, Cleveland and Cincinnati, Columbus and Cincinnati, Dresden and Cincinnati, Fort Wayne and Cincinnati, Grafton and Cincinnati, Grand Rapids and Cincinnati, Kent and Cincinnati, Maysville, Paris and Cincinnati, Parkersburgh and Cincinnati, Pittsburgh and Cincinnati, Portsmouth and Cincinnati, Sandusky and Cincinnati, Toledo and Cincinnati, Toledo, Delphos and Cincinnati R. P. O.'s.
32, 240	2	1	6 5	6 1	1	1	1	Connects at Rome with Rome and Macon and Cleveland and Selma R. P. O.'s; connects at Gadsden with Chattanooga and Meridian R. P. O.
33, 180	2	1	6 6	6 0	1	1	1	
12, 780	2	1	9 0	4 6	1	1	1	
8, 373	6	1	10 0	6 0	1	1	1	Service for 4 months only. Connects with Rouse's Point and Albany R. P. O.
			8 9	4 5				
30, 368	2	1	( <sup>1</sup> )	.....	1	1	1	<sup>1</sup> Mails carried in cabin.
31, 300	3	1	8 6	8 6	1	1	1	Connects at Vicksburgh with Meridian and Vicksburgh, and Vicksburgh and Lanes R. P. O.'s; connects at Natchez with Jackson and Natchez R. P. O.
57 408	6	1	10 6	6 0	2	1	1	
			6 6	6 0				
47 100	6	2	8 0	6 0	2	1	2	Zanesville to McConnellsville 12 times a week, 6 times with and 6 times without clerks. Connects at Zanesville, Ohio, with Bellaire and Zanesville, Grafton and Chicago, and Sandusky, Newark and Wheeling R. P. O.'s; connects at Marietta, Ohio, with Grafton and Cincinnati, Parkersburgh and Cincinnati, Toledo and Marietta, and Wheeling and Parkersburgh R. P. O.'s.

TABLE B<sup>b</sup>.—Statement of steamboat mail service with postal clerks in operation during the fiscal year ended June 30, 1884.

RECAPITULATION.

Division.	Number of lines.	Total number of crews.	Total number of clerks.	Miles of route run by clerks.	Annual miles of service performed by clerks.	Number of mail apartments.
First .....	1	1	1	282.00	14,976	1
Second .....	4	5	5	129.00	51,077	11
Third .....	10	18	18	1,851.00	551,804	15
Fourth .....	14	25	25	2,499.94	629,404	39
Fifth .....	7	14	14	905.00	289,298	14
Sixth .....	1	3	3	202.00	126,452	4
Seventh .....	5	8	8	1,222.50	259,207	12
Eighth .....	4	6	6	481.75	167,671	6
Ninth .....	1	2	(*)	126.00	32,084	2
Total .....	47	82	†80	7,649.19	2,121,193	95

\* Discontinued November 13, 1883.

† Three of these are acting clerks and are not borne on the rolls of the Department.

Total miles of route .....	7,649.19
Total annual miles of service .....	2,121,193.00
Average annual distance run by each clerk.....	25,868.00



TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and parts  
June

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Aberdeen and Ipswich, Dak.	6	26010	Hastings, Minn., Ipswich, Dak.	Chicago, Milwaukee and St. Paul.	26.33
Aberdeen and Muldon, Miss.	4	18007	Aberdeen, Muldon, Miss.	Mobile and Ohio R. R. ....	9.50
Alameda and San Francisco, Cal.	8	46026	San Francisco, Alameda, Cal.	Central Pacific R. R. ....	11.62
Alamosa and Del Norte, Colo.	7	38011	Alamosa, Del Norte, Colo.	Denver and Rio Grande Rwy.	31.82
Albany and Broadhead, Wis.	6	25044	Broadhead, Albany, Wis.	Chicago, Milwaukee and St. Paul.	7.60
Albany and Cisco, Tex. ...	7	131005 (part)	Bremond, Albany, Tex. ...	Houston and Texas Central Rwy.	133.34
Alma and Ithaca, Mich. <sup>a</sup> ...	9	224030 (part)	East Saginaw, Ithaca, Mich.	Detroit, Lansing and Northern.	6.83
Alma and Plainview, N. C.	8	13017	Alma, Plainview, N. C. ....	Alma and Little Rock ....	12.59
Alta and Bingham Junction, Utah.	8	41006	Bingham, Alta, Utah. ....	Denver and Rio Grande R. R.	18.40
Altoona and Henrietta, Pa.	2	8036	Altoona, Henrietta, Pa. ...	Penna. ....	28.62
Amesbury and East Salisbury, Mass.	1	3007	East Salisbury, Amesbury, Mass.	Eastern R. R. ....	4.01
Anglesea Junction and Anglesea, N. J.	2	7061	.....	West Jersey. ....	5.52
Ansonia and New Haven, Conn.	1	5017	New Haven, Ansonia, Conn.	New Haven and Derby R. R.	13.29
Antonito, Colo., and Espanola, N. Mex.	7	438004 (part)	Cucharas, Colo., Espanola, N. Mex.	Denver and Rio Grande Rwy.	491.00
Anderson and Noblesville, Ind.	5	22037	Anderson, Noblesville, Ind.	And., Lebanon and St. Louis.	19.04
Artesia and Starkville, Miss.	4	18016	Artesia, Starkville, Miss.	Mobile and Ohio R. R. ....	11.60
Ashburnham and Ashburnham Depot, Mass.	1	3070	Ashburnham Depot, Ashburnham, Mass.	Ashburnham R. R. ....	2.89
Ashland and Ashland Junction, Wis.	6	25032	Ashland Junction (n. o.), Ashland, Wis.	Chicago, St. Paul, Minneapolis and Omaha.	4.64
Ashland and Milford, Mass.	1	3060	Milford, Ashland, Mass. ...	Hopkinton R. R. ....	11.93
Asheville Junction and Waynesville, N. C.	3	13016	Asheville Junction, Waynesville, N. C.	Western North Carolina..	28.23
Atchison Junction, Mo., and Leavenworth, Kans.	7	27017 (part <sup>b</sup> )	Davenport, Iowa, Leavenworth, Kans.	C., R. I. and Pac. R. R. ....	20.66
Atco Junction and Williamstown, N. J.	2	7035	Atco Junction, Williamstown, N. J.	Williamstown. ....	9.00
Atlantic and Griswold, Iowa.	6	27054	Atlantic, Griswold, Iowa..	Chicago, Rock Island and Pacific.	15.20
Atlantic and West Quincy, Mass.	1	3065	Atlantic, West Quincy, Mass.	Old Colony R. R. ....	3.66
Atoka and Lehigh, Ind. T.	7	32001	Atoka, Lehigh, Ind. T. ....	Mo. Pac. Rwy. ....	8.05



of railroads over which no railway post-offices run, in operation during the fiscal year ended 30, 1884.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
16,482	6	6	July 1, 1883	Pounds. 1,080	Ft. In. 0 6	Supplied by Aberdeen, Dak., and by Minneapolis, Minn., and Aberdeen, Dak., R. P. O.; connects at Aberdeen, Dak., with Columbia and Huron, Dak.
5,947	6	12	July 1, 1880	163	2 0	
15,570	25	18	July 1, 1882	286	2 0	
23,292	7	10	Aug. 16, 1881	333	0 6	Connects at Alamosa with Pueblo and Silverton R. P. O.
9,515	12	4	Apr. 15, 1882	97	0 6	Supplied by Broadhead, Wis., and by Milton and Mineral Point, Wis., R. P. O.
24,478	7	8	Jan. 1, 1883	575	0 6	<sup>1</sup> Balance of route covered by Bremond and Cisco R. P. O. (See Table A <sup>a</sup> .)
3,401	9	12	Dec. 20, 1883	527	.....	Connects at Cisco with Bremond and Cisco and Texarkana and El Paso R. P. O. <sup>2</sup> Established December 20, 1883, between Alma and Ithaca, Mich. Connects at Alma, Mich., with East Saginaw and Lake View R. P. O. <sup>3</sup> Balance of route (39.11 miles) covered by East Saginaw and Lake View R. P. O.
7,881	6	4	Oct. 23, 1882	42	0 6	Connects with Wilmington and Charlotte R. P. O.
13,834	7	6	July 1, 1882	26	2 0	
35,832	12	12	July 1, 1881	834	8 0	
10,041	24	16	July 1, 1881	219	2 6	Supplied by closed pouches from Boston, Newburyport, and Bangor and Boston R. P. O.
3,455	6	2	Not weighed.		2 0	
33,278	24	10	July 1, 1881	463	2 6	Supplied by closed pouches from New Haven, and Boston, Springfield and New York R. P. O.
23,574	3	26	July 1, 1881	954	0 6	<sup>4</sup> Balance of route covered by Pueblo and Silverton R. P. O. (See Table A <sup>a</sup> .)
11,919	6	2	July 1, 1880	40	.....	Connects at Antonito with Pueblo and Silverton R. P. O.
7,261	6	4	July 1, 1880	116	2 0	
5,427	18	12	July 1, 1881	103	2 6	Supplied by Ashburnham Depot, Boston and Troy R. P. O. and East Junction and Boston R. P. O.
5,809	12	4	Nov. 20, 1883	68	0 6	Supplied by Bayfield, Wis., and by Cable and Hudson, Wis., R. P. O.; connects at Ashland, Wis., with Ashland and Menasha, Wis., R. P. O., and at Ashland Junction with Bayfield and Cable, Wis., pouch service.
7,468	6	2	July 1, 1881	130	2 0	Supplied from Boston and Milford.
17,671	6	21	Mar. 17, 1884	407	1 6	Connects with Salisbury and Warm Springs R. P. O.
23,056	13	14	Feb. 15, 1882	1,614	0 6	<sup>5</sup> Balance of route covered by Davenport and Cameron and Cameron, Plattsburgh and Atchison R. P. O. (See Table A <sup>a</sup> .)
11,268	12	8	July 1, 1881	71	2 0	Trains make all Leavenworth connections and connect at Beverly Station, Mo., with Council Bluffs and Kansas City R. P. O., and at Atchison Junction with Cameron, Plattsburgh and Atchison R. P. O.
19,030	12	8	July 1, 1883	176	0 6	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O.
4,582	12	4	July 1, 1881	60	2 0	Connects at Griswold, Iowa, with Griswold and Red Oak, Iowa, pouch service.
5,039	6	2	May 22, 1882	27	0 4	Supplied from Boston.
						Connects at Atoka with Hannibal and Denison R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Atsion and Ateo, N. J. ....	2	Part of 7029	Whiting, Ateo, N. J. ....	Phila. and Reading, N. J. So. Div.	19.42
Attica and Covington, Ind.	5	22047	Attica, Covington, Ind. ...	Wab., St. L. and Pac. ....	14.91
Attica and Yeddo, Ind. ....	5	22031	Attica, Yeddo, Ind. ....	Chi. and Great Southern ..	21.32
Au Sable and Alger Junction, Mich. <sup>3</sup>	9	24057	Au Sable, Alger Junction, Mich.	Det., Bay City and Alpena	47.35
Avoca and Carson, Iowa..	6	27063	Avoca, Carson, Iowa ....	Chicago, Rock Island and Pacific.	17.80
Auburn and Harrisburg, Pa.	2	8028	Harrisburg, Auburn, Pa..	Phila. and Reading. ....	58.78
Auburn and Hope, R. I. ...	1	4008	Auburn, Hope, R. I. ....	New York, Providence and Boston R. R.	10.77
Auburndale Station (n. o.) and Newton Lower Falls, Mass.	1	3027	Auburndale Station (n. o.) and Newton Lower Falls, Mass.	Boston and Albany R. R..	2.09
Audubon and Atlantic, Iowa.	6	27044	Atlantic, Audubon, Iowa	Chicago, Rock Island and Pacific.	25.93
Balcony Falls and Lexington, Va.	3	11029	Balcony Falls, Lexington, Va.	Richmond and Alleghany R. R.	20.50
Ballston and Schenectady, N. Y.	2	6025	Schenectady, Ballston, N. Y.	Del. & Hud. Canal Co. ....	15.20
Bangor and Bethlehem, Pa.	2	8046	Bethlehem, Bangor, Pa. ...	Lehigh and Lackawanna..	32.20
Bardstown Junction and Bardstown, Ky.	5	20006	Bardstown Junction, Bardstown, Ky.	Louisville and Nashville..	17.98
Barnesville and Thomaston, Ga.	4	15019	Barnesville, Thomaston, Ga.	Central R. R. of Ga. ....	16.43
Bartos and Pottstown, Pa.	2	8057	Pottstown, Bartos, Pa. ....	Phila. & Reading. ....	13.28
Baton Rouge Junction (N. O.) and Port Allen, La.	4	30013	Baton Rouge Junction (N. O.), Port Allen, La.	Baton Rouge J'n and Port Allen R. R.	8.00
Battle Mountain and Austin, Nev.	8	45003	Battle Mountain, Austin, Nev.	Nev. Cent. R. R. ....	94.10
Bayfield and Cable, Wis. .	6	25028	Hudson, Bayfield, Wis. ....	Chicago, St. Paul, Minneapolis and Omaha.	58.62
Bayhead Junction and Whiting, N. J.	2	7054	Whiting, Bayhead Junction, N. J.	Phila. and Long Branch...	28.58
Beach Haven and Tuckerton, N. J.	2	Part of 7032	Whiting, Beach Haven, N. J.	Tuckerton. ....	47.73
Bear Creek Junction (N. O.) and Morrison, Colo.	7	38022	Bear Creek Junction (N. O.), Morrison, Colo.	D., S. P. & P. Rwy. ....	9.74
Beaumont and Sabine Pass, Tex.	7	31045	Beaumont, Sabine Pass, Tex.	Texas and N. O. Rwy. ....	30.30
Bedford and Somerville Station (N. O.), Mass	1	3019	Somerville Station (N. O.), Bedford, Mass.	Boston and Lowell R. R. ..	12.57
Benore and Tyrone, Pa. ...	2	8113	Tyrone, Benore, Pa. ....	Penn'a. ....	25.84
Berkeley and West Oakland, Cal.	8	46024	Berkeley, West Oakland, Cal.	Cent. Pac. R. R. ....	5.78
Berlin and Garrett, Pa. ....	2	8090	Berlin, Garrett, Pa. ....	Balto. and Ohio. ....	9.10
Bermuda Hundred and Winterpock, Va.	3	11017	Bermuda Hundred, Winterpock, Va.	Brighthope Railway. ....	28.81
Berrien Springs and Buchanan, Mich. <sup>6</sup>	9	24050	Berrien Springs, Buchanan, Mich.	St. Joseph Valley. ....	11.07
Beulah and Elkader, Iowa.	6	27023	Beulah, Elkader, Iowa....	Chicago, Milwaukee and St. Paul.	16.99
Birmingham and Coalburgh, Ala.	Part of 15042		Atlanta, Ga., Coalburgh, Ala.	Ga. Pac. Rwy. ....	10.00
Birmingham and Pratt Mines.	4	17023	Birmingham, Pratt Mines, Ala.	Pratt Coal & Coke Co. ....	6.09

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
( <sup>2</sup> )	( <sup>2</sup> )	.....	July 1, 1881	Pounds. 193	Ft. In. ....	<sup>1</sup> Balance of route, 23.88 miles, covered by Red Bank and Bridgeton R. P. O. (See Table A <sup>2</sup> .)
745	6	2	(Not weighed.)			<sup>2</sup> No service.
13,346	6	2	July 1, 1880	44	.....	From June 2, 1884.
16,766	6	26	Jan. 15, 1884	616	.....	<sup>3</sup> Up to and including January 14, 1884, there was service on this route only between Tawas City and Prescott, Mich. January 15, 1884, the route was extended to begin at Au Sable and end at Alger, Mich., increasing distance 20.44 miles. R. P. O. service established April 18, 1884. Connects at Alger Junction, Mich., with Mackinaw City and Bay City R. P. O.
22,285	12	12	July 1, 1883	141	0 6	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Carson, Iowa, with Carson and Hastings, Iowa, pouch service.
56,194	9	10	July 1, 1881	128	2 0	
13,484	12	4	July 1, 1881	129	2 0	Supplied from Providence.
5,233	24	10	July 1, 1882	50	2 6	Supplied from Boston and Boston, Springfield and New York R. P. O.
32,464	12	16	July 1, 1883	273	0 6	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Audubon, Iowa, with Carroll and Audubon, Iowa, pouch service.
12,833	6	10	Feb. 15, 1882	201	1 0	Connects with Richmond, Lynchburgh and Clifton Forge R. P. O.
19,030	12	6	July 1, 1881	126	2 0	
40,314	12	8	July 1, 1881	122	2 0	
11,255	6	2	July 1, 1880	150	.....	
20,570	12	8	July 1, 1880	68	2 0	
8,313	6	6	July 1, 1881	115	2 0	
5,840	7	6	Jan. 1, 1883	440	3 0	
68,881	7	6	July 1, 1881	184	2 0	
36,696	6	12	Apr. 16, 1884	591	0 6	Supplied from Bayfield, Cable, and Hudson, Wis., R. P. O.
85,782	12	12	Aug. 1, 1882	60	2 0	
9,677	12	2	July 1, 1881	214	2 0	<sup>4</sup> Balance of route (29 miles) covered by Whiting and Tuckerton R. P. O. (See Table A <sup>2</sup> .)
13,226	13	10	July 1, 1883	48	0 6	Trains make all Denver connections.
9,514	3	4	(Not weighed.)		0 4	Connects at Beaumont with Rockland and Beaumont and New Orleans and Houston R. P. O's.
15,737	12	4	July 1, 1881	159	2 0	Supplied from Boston.
16,175	6	5	May 1, 1882	77	2 0	
7,835	13	4	July 1, 1881	92	2 0	
11,393	12	2	July 1, 1881	78	2 0	
18,035	6	2	Mar. 15, 1882	16	0 6	Connects with Richmond and Wilmington R. P. O.
13,859	12	6	July 1, 1883	224	.....	<sup>5</sup> Connects at Buchanan, Mich. with Detroit and Chicago, and Detroit, Three Rivers and Chicago R. P. O's.
10,635	6	20	July 1, 1883	164	0 6	Supplied by initial and terminal offices, and by Chicago, Ill., McGregor, Iowa, and St. Paul, Minn., R. P. O's.
6,260	6	2	Jan. 1, 1884	426	2 0	
7,624	12	4	July 1, 1880	24	2 0	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number or route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Black Diamond and Nortonville, Cal.	8	46033	Black Diamond, Nortonville, Cal.	Black Diamond Coal Mining Co.	6.26
Blackville and Barnwell ..	4	14019	Blackville, Barnwell, S. C.	South Carolina R. R. ....	9.42
Black Rock and Buffalo, N. Y.	2	6126	Buffalo, Black Rock, N. Y.	Grand Trunk R'y of Canada.	4.59
Blairstown and Delaware Station, N. J.	2	7042	Delaware Station, Blairstown, N. J.	N. Y., Susq. and West'n...	11.41
Blonsburgh and Hoytville, Pa.	2	Part of 8020	Elmira, N. Y., Hoytville, Pa.	Tioga.....	16.03
Bolles Junction and Riparia, Wash.	8	43010	Bolles Junction, Riparia, Wash.	Oreg. Rwy. and Navig. Co.	31.10
Boston and Bellingham, Mass.	1	3033	Boston, Bellingham, Mass.	New York & New England R. R.	31.74
Boston and Dedham, Mass.	1	3036	Boston, Dedham, Mass. ...	Boston & Providence R. R.	10.25
Boston and Waltham, Mass.	1	3072	Boston, Waltham, Mass. ..	Fitchburgh R. R. ....	10.90
Bonne Terre and Summitville, Mo.	7	28043	Bonne Terre, Summitville, Mo.	St. J. and Des Loge Rwy. .	13.20
Boulder and Sunset, Colo.	7	38029	Boulder, Sunset, Colo. ....	G., St. L. and Pac. Rwy....	13.11
Boundary Line (n. o.) and Presque Isle, Me.	1	1	Boundary Line (n. o.), Presque Isle, Me.	New Brunswick R'y.....	30.04
Bound Brook, N. J., and Jenkintown, Pa.	2	8103	Jenkintown, Pa., Bound Brook, N. J.	Phila. and Reading.....	49.82
Bowling Green and Tontogany, Ohio.	5	21070	Bowling Green, Tontogany, Ohio.	Bow. Green R'y.....	6.37
Bowmansdale and Shippensburg, Pa.	2	8126	Bowmansdale, Shippensburg, Pa.	Harrisburg and Potomac ..	32.45
Bradford Junction and Salamanca, N. Y.	2	Part of 6102	Rochester, Salamanca, N. Y.	Roch. and Pitts.....	1.83
Braintree Junction (n. o.) and Kingston, Mass.	1	3064	Braintree Junction (n. o.), Kingston Station (n. o.), Mass.	Old Colony R. R. ....	32.20
Brandon and Markesan, Wis.	6	25055	Brandon, Markesan, Wis.	Chicago, Milwaukee and St. Paul.	11.78
Breadysville and Abington Station, Pa.	2	8109	Abington Station, Breadysville, Pa.	Phila. and Reading.....	9.94
Bridgeton and Bridgeton Junction (n. o.), Me.	1	22	Bridgeton Junction (n. o.), Bridgeton, Me.	Bridgeton & Saco River R. R.	16.59
Bridgeport and Downingtown, Pa.	2	8007	Bridgeport, Downingtown, Pa.	Phila. and Reading.....	21.64
Bridgeton and Port Norris, N. J.	2	7033	Bridgeton, Port Norris, N. J.	Cumberland and Maurice River.	20.60
Brighton and Boulder, Colo.	7	38002	Brighton, Boulder, Colo. ...	Denver and Boulder Valley R. R.	27.69
Brighton and Martinsburgh, Iowa.	6	27082	Winfield, Martinsburgh, Iowa.	Burlington and North Western.	25.30
Bristol and Franklin, N. H.	1	1020	Franklin, Bristol, N. H. ....	Northern R. R. ....	13.11
Brookfield Junction (n. o.) and Danbury, Conn.	1	5022	Danbury, Brookfield Junction (n. o.), Conn.	Housatonic R. R. ....	6.25
Brownsville and Isabel, Tex.	7	31018	Brownsville, Isabel, Tex. .	Rio Grande R. R. ....	23.24
Buckeye Cottage and Thurston, Ohio.	5	21069	Buckeye Cottage, Thurston, Ohio.	Col. & Eastern .....	32.49
Buffalo and Opelika, Ala. .	4	17014	Buffalo, Opelika, Ala. ....	E. Ala. & Cincinnati R. R.	22.59
Burlington and Medford, N. J.	2	7007	Burlington, Medford, N. J.	Penna. (Amboy Division).	14.97
Butte City and Silver Bow, Mont.	8	Part of 41003	Ogden City, Utah, Butte City, Mont.	Utah and North'rn R'wy .	7.00
Buzzard's Bay and Wood's Holl, Mass.	1	3045	Buzzard's Bay, Wood's Holl, Mass.	Old Colony R. R. ....	17.83
Cades and Saint Martinsville, La.	4	30012	Cades, Saint Martinsville, La.	Morgan's La. & Tex. R. R.	6.90

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches ex-		Average linear feet occupied by pouches in each car.	Remarks.
			ds. Ft. In.		
8,428	18	4	July 1, 1882	65	2 0
5,896	6	2	Dec. 11, 1882	11	2 0
2,873	6	4	May 16, 1883	113	2 0
7,142	6	5	July 1, 1881	70	2 0
20,081	12	6	July 1, 1881	560	2 0
19,468	6	4	May 10, 1883	41	2 0
19,869	6	2	July 1, 1881	305	2 0
19,249	18	6	July 1, 1881	255	2 0
6,823	6	2	July 1, 1881	94	2 0
23,052	24	8	July 2, 1883	120	0 6
9,597	7	6	Dec. 1, 1883	88	0 4
18,806	6	2	June 1, 1882	108	2 0
62,874	12	21	July 1, 1881	149	2 0
5,961	(*)	8	July 1, 1880	110	.....
20,813	6	6	July 1, 1881	34	2 0
1,646	12	4	July 1, 1881	292	2 0
40,314	12	4	April 4, 1883	363	2 0
7,374	6	6	June 5, 1883	120	0 6
6,258	6	10	July 1, 1881	339	2 0
20,770	12	6	Jan. 1, 1883	221	2 0
13,546	6	6	July 1, 1881	53	2 0
25,791	12	6	July 1, 1881	172	2 0
20,269	7	26	July 1, 1881	260	0 6
15,327	6	20	July 1, 1883	78	0 6
8,206	6	10	July 1, 1881	181	2 6
15,650	24	8	July 1, 1881	114	2 6
14,548	6	2	July 1, 1881	17	0 4
2,079	6	2	Not weighed.	.....	Established May 22, 1884.
14,141	6	8	July 1, 1880	30	2 0
21,936	14	8	July 1, 1881	119	2 0
16,248	14	6	July 10, 1882	740	2 0
22,822	12	13	July 1, 1881	226	2 6
4,319	6	2	Nov. 8, 1882	66	2 0

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Calais and Princeton, Me.	1	17	Calais, Princeton, Me . . . .	St. Craix & Penobscot R. R	21. 27
Calamine and Plattville, Wis.	6	25021	Calamine, Plattville, Wis .	Chicago, Milwaukee and St. Paul.	18. 75
Camden and Kingville, S.C.	4	14018	Camden, Kingville, S. C . . .	South Carolina R. R . . . . .	39. 03
Cameron and Kansas City, Mo.	6	27017 (Br'ch)	Cameron, Kansas City, Mo.	Chicago, Rock Island and Pacific.	55. 78
Canada Line (n. o.) and Island Pond, Vt.	1	7	Portland, Canada Line (n. o.), Vt.	Grand Trunk Rwy . . . . .	15. 72
Canada Line and Rouse's Point, N. Y.	2	6066	Rouse's Point, Canada Line, N. Y.	Champlain and St. Lawrence.	1. 20
Cañon City and West Cliff, Colo.	7	38010	Cañon City, West Cliff, Colo.	Denver and Rio Grande Rwy.	31. 20
Canton Depot (n. o.) and Stoughton, Mass.	1	3037	Canton Depot (n. o.), Stoughton.	Boston and Providence R. R.	4. 16
Cape Girardeau and Puxico, Mo.	7	28545	Cape Girardeau, Puxico, Mo.	Cape Girardeau Rwy . . . .	43. 99
Cape Vincent and Watertown, N. Y.	2	6035	Watertown, Cape Vincent, N. Y.	Rome, Wat. and Ogd . . . . .	25. 82
Carbon Centre, Mo., and Woytown, Kans.	7	28041	Carbon Centre, Mo., Woytown, Kans.	K. C., Ft. S. and G. R. R . .	24. 05
Carbondale and Grand Tower, Ill.	6	23039	Carbondale, Grand Tower, Ill.	Grand Tower Mining, Mfg and Trans. Co.	25. 39
Carbonado and New Tacoma, Wash.	8	43005	New Tacoma, Carbonado, Wash.	Northern Pac. R. R.	34. 83
Carey and Delphos, Ohio..	5	21081	Carey, Delphos, Ohio . . . .	Cleve., Del. and St. Louis..	56. 60
Carey and Findlay, Ohio..	5	21021	Carey, Findlay, Ohio . . . .	Ind., Bloom. and West . . .	16. 00
Carlisle and Pine Grove Furnace, Pa.	2	8052	Carlisle, Pine Grove Furnace, Pa.	South Mountain . . . . .	18. 92
Caro and Saginaw, Mich <sup>2</sup> ..	9	24014	Caro, Saginaw, Mich . . . . .	Michigan Central . . . . .	34. 04
Carrington and Jamestown, Dak.	6	35016	Jamestown, Carrington, Dak.	Jamestown and Northern.	43. 48
Carroll and Audubon, Iowa	6	27071 27080	Carroll, Kirkman, Iowa . . . Manning, Audubon, Iowa.	Chicago and Northwestern Chicago and Northwestern	17. 37 17. 99
Carrollton, N. Y., and Bradford, Pa.	2	8024	Bradford, Pa., Carrollton, N. Y.	N. Y., L. E. and West . . . .	11. 60
Carson and Hastings, Iowa	6	27058	Hastings, Carson, Iowa . . .	Chicago, Burlington and Quincy.	16. 25
Cartersville, and Cedartown, Ga.	4	15020	Cartersville, Cedartown, Ga.	East & West Railroad of Ala.	36. 55
Caseville and Pontiac, Mich. <sup>3</sup>	9	24064	Caseville, Pontiac, Mich..	Pontiac, Oxford and Pt. Austin.	100. 73

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
18,315	6	2	July 1, 1881	46	2 0	Supplied from Calais and Princeton.
85,212	18	10	July 1, 1883	216	0 6	Supplied from initial and terminal offices, and by Milton and Mineral Point, Wis., R. P. O.; connects at Plattville, Wis., with Montfort, Wis., and Galena, Ills., R. P. O.
24,432	6	6	July 1, 1880	376	2 0	
75,749	13	24	Not weighed.		0 6	Connects at Cameron, Mo., with Davenport, Iowa, and Cameron, Mo., R. P. O., and at Kansas City, Mo., with lines centering at that city.
10,840	6	2	July 1, 1881	1,329	2 0	Supplied by Island Pond and Portland & Island Pond R. P. O.
74,880	6	15	July 1, 1881	1,218	4 0	
19,531	6	14	Aug. 16, 1882	341	0 6	Connects at Cañon City with Denver, Pueblo and Leadville and Denver and Ogden R. P. O's.
5,208	12	10	July 1, 1881	122	2 6	Supplied by Boston and Boston and Providence R. P. O.
38,378	(1)	18	Feb. 1, 1884	190	0 6	<sup>1</sup> 13 round trips between Cape Girardeau and Delta, 14.81 miles; 6 round trips between Delta and Puxico, 29.18 miles. Connects at Delta (n. o.) with Saint Louis and Columbus R. P. O.
52,326	12	12	July 1, 1881	263	2 0	
17,605	7	26	July 1, 1881	129	0 6	Connects at Rich Hill, Mo., with Kansas City, Pleasant Hill and Joplin R. P. O., and at Woytown, Kans., with Kansas City and Memphis R. P. O.
31,788	12	12	July 1, 1883	189	0 6	Supplied by initial and terminal offices, and by Centralia and Cairo, Ill., R. P. O. Connects at Murphysborough, Ill., with Saint Louis, Mo., and Cairo, Ill., R. P. O. and with Pinkneyville and Murphysborough, Ill., pouch service.
21,188	6	10	Nov. 1, 1881	812	2 0	
34,065	6	2	Oct. 1, 1883	112	.....	Formerly Delphos and Mount Blanchard; extended October 1, 1883, to Carey; increased distance, 10.34 miles.
20,032	12	4	July 1, 1880	60	.....	
23,687	12	6	July 1, 1881	110	2 0	
21,309	18	54	July 1, 1883	283	.....	<sup>2</sup> At Vassar, Mich., connects Bay City and Detroit R. P. O.; at East Saginaw, Mich., connects Bay City, Wayne and Detroit, East Saginaw and Lake View, Ludington and Toledo, and Manistee and East Saginaw R. P. Os.; at Saginaw, Mich., connects Bay City and Jackson R. P. O.
27,218	6	8	Not weighed.		0 6	Supplied from Jamestown, Dak., and by Saint Paul, Minn., and Bismarck, Dak., R. P. O.
21,747	12	28	July 1, 1883	170	1 0	Supplied by initial and terminal offices and by Cedar Rapids and Council Bluffs, Iowa, R. P. O.
22,523	12	12	May 10, 1882	72	0 6	Connects at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and at Audubon, Iowa, with Audubon and Atlantic, Iowa, pouch service.
14,523	12	10	July 1, 1881	665	2 0	Formerly part of Carrollton and Buttsville R. P. O.; discontinued.
20,345	12	12	July 1, 1882	127	0 6	Supplied by initial and terminal offices, and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Carson, Iowa, with Avoca and Carson, Iowa, pouch service, and at Hastings, Iowa, with Hastings and Sidney, Iowa, pouch service.
26,681	7	22	July 1, 1880	85	4 0	
6,446	6	32	July 1, 1883	241	.....	<sup>3</sup> Established December 1, 1883. R. P. O. service established January 7, 1884. At Clifford, Mich., connects East Saginaw and Port Huron R. P. O.; at Imlay City, Mich., connects Port Huron and Chicago R. P. O.; at Oxford, Mich., connects Bay City and Detroit R. P. O.; and at Pontiac, Mich., connects Detroit and Grand Haven R. P. O.



TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Cassville Junction and Richfield Springs, N. Y.	2	6043	Cassville Junction, Richfield Springs, N. Y.	Del., Lack. and Western..	22.04
Castroville and Monterey, Cal.	8	Part of 46030	Monterey, Salinas, Cal. ....	South'rn Pac. R. R. ....	16.57
Catawissa Junction and Tivoli, Pa.	2	8110	Catawissa Junction, Tivoli, Pa.	Williamsport and No-Branch.	10.93
Cecil and Paulding, Ohio..	5	21088	Cecil, Paulding, Ohio .....	Pauld. & Cecil.....	6.44
Centralia and Columbia, Mo.	7	28009	Centralia, Columbia, Mo..	W., St. L. and P. R'w'y...	22.22
Chagrin Falls and Solon, Ohio.	5	21079	Chagrin Falls, Solon, Ohio.	Chag. Falls & Southern...	5.86
Chambersburgh, Pa., and Edgemont, Md.	2	10021	Edgemont, Md., Chambersburgh, Pa.	Western Maryland.....	21.90
Chambersburgh and Waynesborough, Pa.	2	8077	Chambersburgh, Waynesborough, Pa.	Mont Alto .....	23.43
Charlotte and Rochester, N. Y.	2	6021	Rochester, Charlotte, N. Y.	N. Y. C. and H. R. ....	9.00
Chatham and Hudson, N. Y.	2	6069	Hudson, Chatham, N. Y..	Boston and Alb.....	17.94
Chehaw (n. o.) and Tuskegee, Ala.	4	17019	Chehaw (n. o.), Tuskegee, Ala.	Tuskegee R. R. ....	6.00
Cherry Valley and Cobleskill, N. Y.	2	6027	Cobleskill, Cherry Valley, N. Y.	Del. and Hud. Canal Co...	22.86
Cherry Vale and Coffeyville, Kans.	7	Part of 33004 <sup>1</sup>	Lawrence, Coffeyville, Kans.	Southern Kansas R'w'y...	216.07
Chicago Junction and Rice Lake, Wis.	6	25048	Eau Claire, Chicago Junction (n. o.), Wis.	Chicago, St. Paul, Minneapolis and Omaha.	22.78
Claremont and Claremont Junction (n. o.), N. H.	1	1009	Concord and Claremont Junction (n. o.), N. H.	Concord & Claremont R. R.	1.90
Clarion Junction and Clarion, Pa.	2	8147	Clarion Junction, Clarion, Pa.	Pitta. and Western .....	6.73
Claremont and Waverly Station, Va.	3	11034	Claremont, Waverly Station, Va.	Atlantic & Danville R. R.	18.50
Clarke City and Buckingham, Ill.	6	23086	Buckingham, Clarke City, Ill.	Illinois Central .....	9.59
Climax and Bainbridge, Ga.	4	Part of 15031	Thomasville, Bainbridge, Ga.	Savh., Fla. and Western Rwy.	9.60
Clinton and Consville, Mo.	7	28055	Clinton, Consville, Mo .....	K. C. and Southern R'w'y.	11.55
Clinton and Port Hudson, La.	4	30006	Clinton, Port Hudson, La.	Clinton & Port Hudson R. R.	20.90
Clove Valley and Clove Branch Junction, N. Y.	2	6114	Clove Branch Junction, Clove Valley, N. Y.	Newburg, Dutchess and Conn.	8.10
Coalville Junction and Coaltown, Pa.	2	8143	Coalville Junction, Coaltown, Pa.	Shenango and Allegheny..	3.00
Coburn Junction and Ponca, Nebr.	6	34007	Coburn Junction (n. o.), Ponca, Nebr.	Chicago, St. Paul, Minneapolis and Omaha.	16.37
Cochran and Hawkinsville, Ga.	4	15038	Cochran, Hawkinsville, Ga.	E. Tenn., Va. & Ga. R. R..	10.59
Coleman and Mount Pleasant, Mich. <sup>2</sup>	9	24043	Coleman, Mount Pleasant, Mich.	Flint & Pere Marquette ..	15.04
Colorado Springs and Manitou Station, Colo.	7	38030	Colorado Springs, Manitou Station, Colo.	Denver and Rio Grande R'w'y.	5.40
Colton and Scofield, Utah.	8	41009	Colton, Scofield, Utah .....	.....do .....	17.30
Columbia Junction and Delaware Station, N. J.	2	7059	Delaware Station, Columbia Junction, N. J.	N. Y., Susq. and West'n ..	3.16
Columbia and Middletown, Pa.	2	Part of 8027	Lancaster, Middletown, Pa.	Penna .....	219.49
Columbus and Artesia, Miss.	4	18014	Columbus, Artesia, Miss..	Mobile & Ohio R. R. ....	14.11
Columbus, Miss., and Fayette, Ala.	4	18005	Columbus, Miss., Fayette, Ala.	Ga. Pacific R'w'y .....	44.83

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips - per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
				<i>Pounds.</i>	<i>Ft. In.</i>	
27,594	12	18	July 1, 1881	311	2 0	
24,258	14	4	July 1, 1882	89	2 0	
13,684	12	3	July 1, 1881	83	2 0	
3,931	6	2	Nov. 1, 1882	92	.....	
30,174	13	18	July 1, 1883	460	1 0	Connects at Centralia with Saint Louis, Moberly and Kansas City R. P. O., and Saint Louis, Louisiana, and Kansas City R. P. O.
3,668	6	2	Sept. 1, 1881	217	.....	
27,418	12	6	July 1, 1881	121	2 0	
29,334	12	10	July 1, 1881	185	2 0	
22,536	24	14	July 1, 1881	207	2 0	
33,691	18	6	July 1, 1881	144	2 0	
8,136	13	4	July 1, 1880	97	2 0	
28,620	12	8	July 1, 1881	166	2 0	
10,060	6	10	July 1, 1881	1,117	0 6	<sup>1</sup> Balance of route covered by Lawrence and Bur- lington and Kansas City and Harper R. P. O. (See Table A <sup>2</sup> .) Connects at Cherry Vale with Arcadia and Cherry Vale R. P. O., Kansas City and Harper R. P. O., and Saint Louis and Halstead R. P. O.
14,260	6	2	Apr. 16, 1884	316	0 6	Connects at Rice Lake, Wis., with Rice Lake and Eau Claire, Wis., R. P. O., and at Chicago Junc- tion with Cable and Hudson, Wis., R. P. O.
1,189	6	4	July 1, 1881	332	2 0	Supplied by Claremont, Newport, N. H., and New port and Springfield R. P. O.
8,425	12	4	July 1, 1881	490	2 0	
11,587	6	3	Not weighed.		0 6	Connect with Norfolk and Lynchburg R. P. O.
6,003	6	2	July 1, 1883	11	0 6	Connects at Buckingham, Ill., with Kankakee and Kankakee Junction, Ill., R. P. O.
7,008	7	4	July 1, 1880	98	2 0	
16,909	14	8	Mar. 15, 1884	123	0 6	Connects at Clinton with Hannibal and Denison R. P. O.
18,074	6	4	July 1, 1880	62	2 0	
5,070	6	3	July 1, 1881	32 <sup>3</sup>	2 0	
1,878	6	1	July 1, 1881	241	2 0	
10,247	6	8	July 1, 1882	113	0 6	Supplied by Sioux City, Iowa, and Ponca, Nebr.; connects at Coburn Junction, Nebr., with Sioux City, Iowa, and Omaha, Nebr., R. P. O.
6,629	6	6	July 1, 1880	157	3 0	
18,830	12	8	July 1, 1883	190	0 0	<sup>2</sup> Connects at Coleman, Mich., with Ludington and Toledo, and Manistee and East Saginaw R. P. O's.
7,906	14	6	Aug. 15, 1883	219	0 6	Connects at Colorado Springs with Denver, Pueblo and Leadville R. P. O., and Denver and Ogden R. P. O.
12,664	7	2	Nov. 1, 1881	38	2 0	
1,978	6	2	Sept. 10, 1883	43	2 0	
24,401	12	10	July 1, 1881	312	2 0	<sup>3</sup> Balance of route, 12.15 miles, covered by Lan- caster and Frederick R. P. O. (See Table A <sup>2</sup> .)
8,832	6	4	July 1, 1880	301	2 0	
26,063	6	6	.....	.....	2 0	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Columbus and La Grange, Tex.	7	31014	Columbus, La Grange, Tex	G. H. and S. A. R'w'y.....	31. 61
Como and Dillon, Colo....	7	38026	Como, Dillon, Colo .....	D., S. P. and Pac. R'w'y ...	30. 28
Cooperstown and Cooperstown Junction, N. Y.	2	6086	Cooperstown, Cooperstown Junction, N. Y.	Cooperstown and Susq. Valley.	16. 25
Cooperstown and Sanborn, Dak.	6	35018	Sanborn, Cooperstown, Dak.	Sanborn, Cooperstown and Turtle Mountain.	37. 53
Cornwell and Mount Sterling, Ky.	5	20022	Cornwell, Mount Sterling, Ky.	Coal Road Construction Co.	19. 68
Cortland and Sycamore, Ill.	6	23052	Cortland, Sycamore, Ill....	Chicago and North Western.	5. 24
Coudersport and Port Allegheny, Pa.	2	8144	Port Allegheny, Coudersport, Pa.	Coudersport and Port Allegheny.	16. 68
Covington and Snoddy's Mills, Ind.	5	22040	Covington, Snoddy's Mills, Ind.	Chi. and Eastern Ill .....	9. 37
Creighton and Norfolk, Nebr.	6	34018	Norfolk Junction (n. o.), Creighton, Nebr.	Fremont, Elkhorn and Mo. Valley.	42. 50
Cresson and Ebensburgh, Pa.	2	8037	Cresson, Ebensburgh, Pa.	Penn'a .....	10. 99
Creston and Fontanelle, Iowa.	6	27041	Creston, Fontanelle, Iowa.	Chicago, Burlington and Quincy.	31. 02
Crivitz and Green Bay, Wis.	6	25016	Milwaukee, Crivitz, Wis ..	Milwaukee and Northern.	52. 35
Crown Point and Hammondsville, N. Y.	2	6099	Crown Point, Hammondsville, N. Y.	Crown Point Iron Co's....	11. 98
Cucharas and El Moro, Colo.	7	Part of 38001	Denver, El Moro, Colo....	Denver and Rio Grande R'w'y.	36. 90
Cuero and Indianola, Tex.	7	31019	Cuero, Indianola, Tex.....	G. W. T. and P. R'w'y .....	66. 74
Cuthbert and Fort Gaines, Ga.	4	15041	Cuthbert, Fort Gaines, Ga.	Southwestern R. R .....	23. 20
Daguscabonda and Dagus Mines, Pa.	2	8130	Daguscabonda, Dagus Mines, Pa.	Penna. and Erie, Early Branch.	6. 01
Dallas and Kemp, Tex ....	7	31031	Dallas, Kemp, Tex .....	Texas Trunk R'w'y.....	47. 12
Danville, Mocksville, and Southwest Junction, Va., and Sharpsborough, N.C.	3	13022	Danville, Mocksville, and Southwest Junction, Va., Sharpsborough, N. C.	Dan., Mocks. and S. W. R. R.	7. 97
Danville and Spence's Store, Va.	3	11028	Danville, Spence's Store, Va.	Danville and New River R. R.	57. 99
Decatur and Leon, Iowa..	6	27084	Des Moines, Leon, Iowa ..	Des Moines, Osceola and Southern.	6. 62
Decorah and Conover, Iowa.	6	27026	Conover, Decorah, Iowa ..	Chicago, Milwaukee and Saint Paul.	9. 37
Delano and Mahanoy City, Pa.	2	Part of 8011	Penn Haven Junction, Mount Carmel, Pa.	Lehigh Valley .....	25. 58
Del Rio and El Paso, Tex.	7	Part of 31039	San Antonio, El Paso, Tex.	G. H. and S. A. R'w'y.....	463. 15
Delhi and Walton, N. Y ..	2	6050	Walton, Delhi, N. Y .....	N. Y., Ont. and West'n....	17. 82
Denver and Logansport, Ind. *	9	Part of 22027	Denver, Logansport, Ind.	Wabash, Saint Louis and Pacific.	18. 03

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches ex.		Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
19,788	6	8	July 1, 1882	129	0 6	Connects at Columbus with Houston and Del Rio R. P. O.
18,956	6	20	Feb. 1, 1883	209	0 6	Connects at Como with Denver and Leadville R. P. O., and at Dillon with Leadville and Dillon R. R.
20,845	12	14	July 1, 1881	332	2 0	
22,493	6	10	Not weighed.		0 6	Supplied by initial and terminal offices, and by Saint Paul, Minn., and Bismarck, Dak., R. P. O.
12,319	6	2	July 1, 1880	74	.....	
16,401	30	10	July 1, 1883	272	6 6	Connects at Cortland, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
10,441	6	5	Oct. 2, 1882	146	2 6	
5,865	6	2	July 1, 1880	37	.....	
26,005	6	12	Sept. 1, 1881	173	0 6	Connects at Norfolk, Nebr., with Emerson and Norfolk, Nebr., and with Missouri Valley, Iowa, and Valentine, Nebr., R. P. O's.
12,750	12	3	July 1, 1881	212	2 6	
86,837	12	18	July 1, 1883	306	6 6	Supplied by initial and terminal offices, and by Burlington and Council Bluffs, Iowa, R. P. O., connects at Creston, Iowa, with Creston, Iowa, and Saint Joseph, Mo., R. P. O.
32,771	6	18	Apr. 16, 1884	1,234	1 0	Supplied by initial and terminal offices, and by Green Bay and Milwaukee, Wis., R. P. O.
7,480	6	3	July 1, 1881	37	2 0	
23,000	6	26	July 1, 1882	2,223	0 6	<sup>1</sup> Connects at Cuchama with Pueblo and Silverton R. P. O., and at El Moro with Kansas City and Albuquerque R. P. O.
48,854	7	18	July 1, 1882	159	0 6	Connects at Victoria with Rosenberg and Victoria R. P. O.
14,523	6	4	July 1, 1880	65	2 6	
2,762	6	2	July 1, 1881	37	2 6	
29,497	6	24	Sept. 26, 1881	114	0 6	Makes all Dallas, Tex., connections.
4,900	6	2	Not weighed.		0 6	
36,270	6	11	July 3, 1882	168	1 6	
4,144	6	4	July 1, 1883	151	6 6	Connects at Decatur, Iowa, with Des Moines and Decatur, Iowa, R. P. O., and at Leon, Iowa, with Chariton, Iowa, and Albany, Mo., R. P. O.
11,731	12	8	July 1, 1883	484	0 6	Connects at Conover, Iowa, with Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.
6,966	12	2	July 1, 1881	225	2 6	<sup>2</sup> Balance of route (47.25 miles) covered by Penn Haven and Mount Carmel R. P. O. (See Table A <sup>2</sup> .)
2,890	7	50	Not weighed.		1 6	<sup>3</sup> Balance of route covered by Houston and Del Rio R. P. O. (See Table A <sup>2</sup> .)
						Connects at Del Rio with Houston and Del Rio R. P. O., and at El Paso with Texarkana and El Paso R. P. O., Albuquerque and El Paso R. P. O., El Paso and Deming R. R., and Mexican Central R. R.
11,155	6	3	July 1, 1881	320	2 0	
18,342	6	12	Aug. 1, 1882	515	.....	<sup>4</sup> Established May 12, 1884; there was R. P. O. service on this route previous to that date; at Denver, Ind., connects with Detroit and Peru and Michigan City and Indianapolis R. P. O.'s; at Logansport, Ind., connects Chicago, Richmond, and Cincinnati; Logansport and Keokuk; Marmont and Terre Haute; and Toledo and Saint Louis R. P. O.'s.
						<sup>5</sup> Balance of route (186.03 miles) covered by Detroit and Peru R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Denver and Semper, Colo.	7	38028	Denver, Semper, Colo.....	Denver R. R. Construction, Land and Coal Co.	10.39
Derby Line and Newport, Vt.	1	2010	White River Junction and Derby Line, Vt.	Conn. and Pass. and Massawippi Valley R. R.	9.72
Deshler and McComb, Ohio	5	21050	Deshler, McComb, Ohio ..	McC., Desh. and Tol.....	10.28
Detroit and Bay City Crossing and Saginaw, Mich. <sup>1</sup>	9	24049	Detroit and Bay City Crossing, Saginaw, Mich.	Flint and Pere Marquette.	3.76
De Witt and Tobias, Nebr	6	34026	De Witt, Tobias, Nebr....	Nebraska and Colorado ...	23.74
Dexter and Newport, Me..	1	2	Newport, Dexter, Me .....	Maine Central R. R. ....	14.90
Dickson and Centreville, Tenn.	5	19016	Dickson, Centreville, Tenn	Nashville and Tuscaloosa.	34.50
Dover and Portsmouth, N. H.	1	1016	Portsmouth, Dover, N. H..	Eastern R. R. ....	11.32
Dover and Chester, N. J..	2	7014	Dover, Chester, Pa .....	Del., Lack. and W., M. and E. Division.	13.94
Downingtown and New Holland, Pa.	2	8047	Downingtown, New Holland, Pa.	Penn'a.....	27.69
Downs and Bull City, Kans.	7	33029	Downs, Bull City, Kans ..	Central Branch, U. P. R. R.	24.08
Doylestown and Lansdale, Pa.	2	8075	Lansdale, Doylestown, Pa.	Phila. and Reading.....	10.87
Dudley and Saxton, Pa....	2	8138	Saxton, Dudley, Pa .....	Hunt. and Broad Top .....	6.18
Duluth and Brainerd, Minn.	6	26011	Duluth, Brainerd, Minn ..	Northern Pacific.....	114.67
Duncansville and Newry, Pa.	2	8140	Duncansville, Newry, Pa..	Penn'a.....	3.18
Durant and Lexington, Miss.	4	18017	Durant, Lexington, Miss..	Illinois Central R. R. ....	13.16
Eagle Bend and Sank Centre, Minn.	6	26047	Sank Centre, Eagle Bend, Minn.	St. Paul, Minneapolis, and Manitoba.	37.34
Eagle and Elkhorn, Wis ..	6	25041	Elkhorn, Eagle, Wis.....	Chicago, Milwaukee and St. Paul.	17.56
East Berlin and Junction, Pa.	2	8033	Junction, East Berlin, Pa.	Hanover Junction, Hanover and Gettys.	7.36
East Saugus and Boston, Mass.	1	3002	Boston, East Saugus, Mass	Eastern R. R.....	10.77
East and West Junction and Broken Arrow, Ala.	4	17028	East and West Junction (n. o.), Broken Arrow, Ala.	East and West R. R. of Ala.	41.75
Ebervale and Lumber Yard, Pa.	2	8134	Lumber Yard, Ebervale, Pa.	Lehigh Valley.....	6.23
Echo and Park City, Utah.	8	41008	Echo City, Park City, Utah.	Echo and Park City R. R..	28.45
Eckley and Tunnel, Pa....	2	8135	Tunnel, Eckley, Pa.....	Lehigh Valley .....	2.24
Egan and Sioux Falls, Dak.	6	35007	Flandreau, Sioux Falls, Dak.	Chicago, Milwaukee and St. Paul.	34.77
Eland and Wausau, Wis ..	6	25049	Manitowoc, Wausau, Wis..	Milwaukee, Lake Shore and Western.	23.01
Elizabethtown, Cecilian, Ky.	5	20010	Elizabethtown, Cecilian, Ky.	Chesa. & Ohio & So. West.	6.37

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches av.		Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
7,686	7	6	Apr. 10, 1883	78	9 4	Train makes all Denver connections.
8,084	8	6	July 1, 1881	2,106	2 0	Supplied by Newport, Vt., and Newport and Springfield, R. P. O.
12,870	12	4	Jan. 17, 1881	40	.....	At Detroit and Bay City Crossing, connects Bay City, Wayne and Detroit, and Ludington and Toledo R. P. O's; at Saginaw, Mich., connects Bay City and Jackson and East Saginaw and Lake View R. P. O's.
7,452	19	11	July 1, 1883	264	.....	
14,861	6	6	Not weighed.		0 6	Supplied by De Witt and Nebraska City, Nebr., and Beatrice, Nebr., R. P. O.
27,882	18	10	July 1, 1881	252	2 6	Supplied by Newport, Me., and Bangor and Boston R. P. O.
19,500	8	2	Mar. 17, 1884	169	.....	Formerly Dickson to Moore's (n. o.); extended March 17, 1884, to Centerville; increased distance 4.60 miles.
14,172	12	10	July 1, 1881	41	2 6	Supplied by Boston, Portsmouth, and Bangor and Boston R. P. O.
26,179	16	6	July 1, 1881	97	2 0	
34,606	12	20	July 1, 1881	340	3 0	
16,674	6	14	July 1, 1881	221	6 6	Connects at Downs with Atchison and Lenora R. P. O.
20,412	16	9	July 1, 1881	341	2 0	
2,856	6	2	July 1, 1881	57	2 0	Supplied by initial and terminal offices; connects at Brainerd, Minn., with Saint Paul, Minn., and Bismarck, Dak., R. P. O., and at Duluth, Minn., with Duluth, and Saint Paul, Minn., R. P. O.
82,938	7	24	May 1, 1882	121	0 6	
2,961	12	2	July 1, 1881	61	2 0	
8,238	6	2	Aug. 6, 1883	149	2 0	
22,374	6	12	Jan. 1, 1884	103	0 6	Connects at Sauk Centre, Minn., with Saint Vincent and Saint Paul, Minn., and with Little Falls and Morris, Minn., R. P. O's.
19,992	6	8	July 1, 1883	40	0 6	Supplied by initial and terminal offices; connects at Elkhorn, Wis., with Racine, Wis., and Rock Island, Ill., R. P. O., and at Eagle, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O.
4,607	6	2	July 1, 1881	687	2 0	
12,484	12	4	July 1, 1881	112	2 0	Supplied from Boston.
26,135	6	6	Nov. 1, 1883	106	3 0	
7,799	12	5	July 1, 1881	110	2 0	
41,661	14	14	May 2, 1881	277	2 0	
1,402	6	1	July 1, 1881	22	2 0	Supplied by initial and terminal offices, connects at Egan, Dak., with La Crosse, Wis., and Woonsocket, Dak., R. P. O., and at Sioux Falls, Dak., with Sioux Falls, Dak., and Sioux City, Iowa, and with Saint Paul, Minn., and Sioux Falls, Dak., R. P. O., and with Sioux Falls and Salem, Dak., pouch service.
21,766	6	16	Mar. 2, 1882	948	0 6	
28,606	12	16	July 1, 1883	687	0 6	Supplied by initial and terminal offices, and by Summit Lake and Milwaukee R. P. O.; connects at Wausau, Wis., with Merrill and Tomah, Wis., R. P. O.
7,775	12	4	July 1, 1880	804	.....	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Ellendale and Aberdeen, Dak.	6	35012	Ellendale, Ashton, Dak ...	Chicago, Milwaukee and St. Paul	37.40
Ellenville and Summitville, N. Y.	2	6113	Summitville, Ellenville, N. Y.	N. Y., Ont. and W. ....	8.55
Elmer and Salem, N. J. ....	2	7021	Elmer, Salem, N. J. ....	West Jersey. ....	17.01
Elmira Junction (n. o.) and Riverside, Iowa.	6	27048	Elmira Junction (n. o.), Riverside, Iowa.	Burlington, Cedar Rapids and Northern.	23.37
El Paso, Tex., and Deming, N. Mex.	7	39005	El Paso, Tex., Deming, N. Mex.	C. P. R. R., Lessees S. P. R. R.	88.72
Emmitsburgh and Rocky Ridge, Md.	3	10019	Emmitsburgh, Rocky Ridge, Md.	Western Maryland. ....	7.26
Emory and Jefferson, Ga. .	4	15045	Emory, Jefferson, Ga. ....	Gainesville, Jefferson & So. R. R.	13.51
Essex and Wenham, Mass.	1	3008	Wenham, Essex, Mass. ....	Eastern R. R. ....	5.41
Eufaula and Clayton, Ala.	4	17021	Eufaula, Clayton, Ala. ....	Vicksburgh and Brunswick R. R.	21.51
Fair Oaks, Attica, Ind. ....	5	22028	Fair Oaks, Attica, Ind. ....	Chi. and Great Southern..	56.34
Fall Creek, Ill., and Hannibal, Mo.	6	23041	Quincy, Ill., Hannibal, Mo.	Chicago, Burlington and Quincy.	6.29
Farmington and Phillips, Me.	1	20	Farmington, Phillips, Me.	Sandy River R. R. ....	18.25
Fayetteville and Lumber Bridge, N. C.	3	13011	Fayetteville, Lumber Bridge, N. C.	Cape Fear and Yad. Val..	16.55
Fergus Falls, Minn., and Milnor, Dak.	6	26042	Wadena, Minn., Milnor, Dak.	Northern Pacific. ....	66.91
Flemington and Lambertville, N. J.	2	7009	Lambertville, Flemington, N. J.	Penn'a. ....	12.52
Flomaton and Repton, Ala.	4	17026	Flomaton, Repton, Ala. ....	Louis. and Nash. R. R. ....	29.76
Florence, Wis., and Crystal Falls, Mich.	6	24032	Powers, Crystal Falls, Mich.	Chicago and Northwestern	16.21
Florence and Tuscumbia, Ala.	4	17025	Florence, Tuscumbia, Ala.	Memphis and Charleston R. R.	6.31
Flourtown and Conshohocken, Pa.	2	8074	Conshohocken, Flourtown, Pa.	Phila. and Reading. ....	7.26
Fond du Lac and Iron Ridge, Wis.	6	25035	Fond du Lac, Iron Ridge, Wis.	Chicago, Milwaukee and Saint Paul.	28.83
Fork's Creek and Central City, Colo.	7	38021	Fork's Creek, Central City, Colo.	Colo. Central R. R. ....	11.29
Fort Dodge and Tara, Iowa	6	27031	Des Moines, Fort Dodge, Iowa.	Des Moines and Fort Dodge.	6.13
Fort Valley and Perry, Ga.	4	15017	Fort Valley, Perry, Ga. ....	Southwestern R. R. ....	13.32
Fostoria and Flint, Mich. <sup>1</sup> .	9	24047	Fostoria, Flint, Mich. ....	Flint and Pere Marquette.	24.46
Frackville and Pottsville Pa.	2	8050	Pottsville, Frackville, Pa.	Phila. and Reading. ....	11.62



parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
23,412	6	12	July 1, 1883	Pounds. 174	Ft. In. 0 6	Supplied by initial and terminal offices, and by Minneapolis, Minn., and Aberdeen, Dak., R. P. O.; connects at Aberdeen with Aberdeen and Mitchell, Dak., and Columbia, and Huron, Dak., R. P. O's.
5,352	6	3	July 1, 1881	222	2 0	
21,296	12	12	1, 1881	232	2 0	
14,629	6	8	1, 1883	35	0 6	Supplied by Iowa City, and by Muscatine and Montezuma, Iowa, R. P. O.; connects at Iowa City with West Liberty and Council Bluffs, Iowa, R. P. O., and at Elmira Junction with Albert Lea, Minn., and Burlington, Iowa, R. P. O.
64,943	7	12	Aug. 15, 1881	85	1 6	Connects at El Paso with Albuquerque and El Paso R. P. O., Texarkana and El Paso, R. P. O., Del Rio and El Paso Railroad, and Mexican Central Railroad; connects at Deming with Deming and Los Angeles R. P. O., Silver City and Deming Railroad, and Rincon and Deming Railroad.
9,089	12	8	July 1, 1881	788	1 0	Connects with Baltimore and Williamsport R. P. O.
8,457	6	4	July 2, 1883	52	2 0	
6,773	12	4	July 1, 1881	45	2 0	Supplied by Bangor and Boston R. P. O.
13,465	6	4	July 1, 1880	49	2 0	
12,394	6	2	.....	Not weighed		From March 14, 1884.
8,937	6	4	July 1, 1883	867	0 6	Connects at Quincy, Ill., with Chicago and Quincy, Ill., R. P. O., and at Hannibal with Hannibal, Mo., and Denison, Tex., R. P. O.
22,849	12	6	July 1, 1880	129	2 0	Supplied by Farmington, and Farmington and Lewiston R. P. O.
10,300	6	8	July 1, 1880	161	1 0	Connects with Gulf and Fayetteville R. P. O.
41,885	6	12	July 1, 1883	250	0 6	Supplied by initial and terminal offices, and by Wadena and Fergus Falls, Minn., R. P. O. Connects at Breckenridge, Minn., with Neche and Breckenridge and Fargo, Dak., Breckenridge and Saint Paul, Minn., R. P. O's.
15,675	12	10	July 1, 1881	137	2 0	
18,629	6	2	Sept. 1, 1882	7	2 0	
23,731	14	16	June 1, 1882	240	0 6	Supplied from Florence, Wis., and by Powers, Mich., and Florence, Wis., R. P. O. Connects at Iron River Junction, Mich., with Iron River Junction and Iron River pouch service.
3,950	6	4	July 1, 1880	152	2 0	
4,544	6	2	July 1, 1881	35	2 0	
36,095	12	24	July 1, 1883	147	0 6	Supplied by Fond du Lac, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O. Connects at Fond du Lac, Wis., with Fort Howard, Wis., and Chicago, Ill., R. P. O., Fond du Lac and Milwaukee, Wis., R. P. O., and Sheboygan and Princeton, Wis., R. P. O.
15,831	13	14	July 1, 1882	329	1 0	Connects at Fork Creek with Denver and Georgetown R. P. O.
3,887	6	2	July 1, 1883	758	0 6	Connects at Fort Dodge, Iowa, with Albert Lea, Minn., and Angus, Iowa, R. P. O., and at Tara, Iowa, with Ruthven and Des Moines, Iowa, R. P. O.
8,338	6	6	July 1, 1880	65	2 0	
30,623	6	12	July 1, 1883	70	.....	<sup>1</sup> At Otter Lake, Mich., connects Bay City and Detroit R. P. O.; at Flint, Mich., connects Bay City, Wayne, and Detroit, Ludington and Toledo, and Port Huron and Chicago R. P. O's.
14,548	12	7	July 1, 1881	119	2 0	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Franklin and Bellingham, Mass.	1	3075	Bellingham, Franklin, Mass.	Milford, Franklin and Providence.	5.37
Franklin, Mass., and Valley Falls, R. I.	1	3006	Franklin, Mass., Valley Falls, R. I.	New York and New Eng..	14.40
Franklin Furnace and Branchville Junction, N. J.	2	7025 (part)	Waterloo, Franklin Furnace, N. J.	Sussex.....	19.96
Frederick and Araby, Md.	3	10004	Frederick, Araby, Md....	Baltimore and Ohio .....	8.11
Freeland and Jeddo, Pa..	2	8058	Jeddo, Freeland, Pa.....	Lehigh Valley .....	3.24
Fulton and Guerneville, Cal	8	46027	Fulton, Guerneville, Cal..	San Fran. and N. Pac. R. R.	16.09
Gadsden and Atalla, Ala..	4	17020	Gadsden, Atalla, Ala....	E. Ala. and Cincinnati R. R.	6.13
Gainesville, Ala., and Narkeeta, Miss.	4	17011	Gainesville, Ala., Narkeeta, Miss.	Tramroad Transfer Co....	22.06
Galesville and Trempealeau, Wis.	6	25054	Trempealeau, Galesville, Wis.	Chicago and North Western.	8.23
Garro and London, Colo....	7	38024	Garro, London, Colo.....	D., S. P. and Pac. R. R....	15.75
Genoa and Fullerton, Nebr	6	34025	Genoa, Fullerton, Nebr...	Omaha, Niobrara and Black Hills.	14.54
Geneva and Aurora, Ill...	6	23056	Geneva, Aurora, Ill.....	Chicago and North Western.	10.62
Georgetown and Round Rock, Tex.	7	31026	Georgetown, Round Rock, Tex.	I. and G. N. Rwy.....	10.22
Gilbertville and Canton, Me.	1	19	Mechanic Falls, Gilbertville, Me.	Rumford Falls and Buckfield.	1.63
Gilroy and Tres Pinos, Cal	8	46034	Gilroy, Tres Pinos, Cal...	Southern Pac. R. R.....	20.20
Girard and Chanute, Kans	7	33039	Girard, Chanute, Kans...	Southern Kans. Rwy.....	41.23
Glode Spring and Saltville, Va.	3	11014	Glode Spring, Saltville, Va	Norfolk and Western.....	10.03
Glasgow Junction, Glasgow.	5	20011	Glasgow Junction, Glasgow, Ky.	Louis. and Nash .....	10.83
Glen Carbon and Schuylkill Haven, Pa.	2	8061	Schuylkill Haven, Glen Carbon, Pa.	Phila. and Reading .....	14.26
Glen Ellen and San Francisco, Cal.	8	46039	San Francisco, Glen Ellen, Cal.	Sonoma Valley R. R.....	46.35
Goshen and Pine Island, N. Y.	2	6010	Goshen, Pine Island, N. Y.	N. Y., L. E. and W .....	12.09
Grafton and Philippi, W. Va.	3	12012	Grafton, Philippi, W. Va.	Grafton and Greenbrier...	24
Grafton and Woodland, Cal.	8	46607	Woodland, Grafton, Cal...	Calif. Pac. R. R.....	9.84
Grand Gulf and Port Gibson, Miss.	4	18006	Grand Gulf, Port Gibson, Miss.	Grand Gulf and Port Gibson R. R.	7.81
Grantsburgh, Wis., and Rush City, Minn.	6	26651	Rush City, Minn., Grantsburgh, Wis.	St. Paul and Duluth .....	17.34
Gratiot and Shullsburgh, Wis.	6	25004	Milton Junction, Shullsburgh, Wis.	Chicago, Milwaukee and St. Paul.	11.50
Gratiot and Warren, Ill...	6	25020	Warren, Ill., Mineral Point, Wis..	.....do .....	7.15
Great Falls, Rollinsford (n. o.), N. H.	1	1021	Rollinsford (n. o.), Great Falls, N. H.	Boston and Maine .....	2.50
Great Neck Station and Whitestone Junction, N. Y.	2	6120	Whitestone Junction, Great Neck Station, N. Y.	Long Island .....	6.96

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.				Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
10,084	18	8	Aug. 20, 1883	71	2 8	Supplied by Providence and Boston and Hope Junction R. P. O.
12,028	12	4	May 2, 1881	51	.....	Supplied by closed pouches from Boston and Providence.
12,470	12	6	July 1, 1881	195	2 0	Balance of route, 14.80 miles, covered by Branchville and Waterloo R. P. O. (See Table A.)
5,189	16	9	July 1, 1881	73	1 0	Connects with the Baltimore and Lexington R. P. O.
2,028	6	1	July 1, 1881	73	2 0	
10,072	6	4	July 1, 1882	111	2 0	
2,537	6	2	July 1, 1880	116	2 0	
12,809	6	4	July 1, 1880	96	2 0	
10,303	12	8	Apr. 23, 1883	116	0 6	Supplied by Trempealeau, Wis., and by Chicago, Ill., and Winona, Minn. R. P. O.
19,719	12	20	Dec. 15, 1882	159	0 6	Connects at Garu with Denver and Leadville R. P. O.
2,102	6	8	.....	Not weighed	0 6	Supplied by initial and terminal office, and by Columbus and Albion, Nebr., R. P. O.
23,240	20	28	Apr. 16, 1884	251	0 6	Supplied by initial and terminal offices. Connects at Geneva, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O., and at Aurora, Ill., with Chicago, Ill., and Burlington, Iowa; Chicago and Streator, Ill., and with Chicago, Forreston, Ill., and Dubuque, Iowa R. P. O.
14,902	14	12	July 1, 1882	502	1 0	Connects at Round Rock with Palestine and Laredo R. P. O.
1,420	6	2	July 1, 1882	15	.....	Pouches exchanged with Canton and Mechanic Falls R. P. O.
27,285	12	8	July 1, 1882	84	2 0	
26,612	6	20	Feb. 11, 1884	183	0 6	Connects at Girard with Fort Scott and Joplin R. P. O., and Girard and Galena R. P. O.; at Walnut with Hannibal and Denison R. P. O., and at Chanute with Kansas City and Harper R. P. O., and Junction City and Parsons R. P. O.
6,278	6	1	July 1, 1881	48	0 6	Connects with Lynchburgh and Bristol R. P. O.
11,891	(*)	8	July 1, 1880	279	.....	*Six round trips and six half trips per week.
12,290	9	9	July 1, 1881	127	2 0	
32,828	7	4	Mar. 15, 1883	70	2 0	
15,136	12	4	July 1, 1881	92	2 0	
15,624	6	4	Mar. 17, 1884	128	0 6	
7,203	7	6	July 1, 1882	64	2 0	
4,889	6	2	July 1, 1880	40	2 0	
10,854	6	2	Feb. 1, 1884	62	0 6	St
14,396	12	8	July 1, 1883	1,043	0 6	St
8,861	12	28	July 1, 1883	1,057	0 6	C
6,200	24	12	July 1, 1881	360	.....	P
8,713	12	III	Aug. 21, 1882	228	2 0	1

d by Duluth, and  
Milton and Min-  
dilton and Min-  
with Gratiot and  
&c. Connects at  
, and Dubuque,  
, and Mendota,  
N. H., Boston,  
P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Greeley and Stout, Colo....	7	38027	Greeley, Stout, Colo .....	G., St. L. and Pac. R. R....	39.05
Greenfield and Kampsville, Ill.	6	23060	Greenfield, Kampsville, Ill.	Litchfield, Carrollton and Western.	22.90
Greenleaf and Washington, Kans.	7	33021 (part)	Waterville, Washington, Kans.	Cent. Branch U. P. R. R..	27
Greenville and Arcola, Miss.	4	18011	Greenville, Arcola, Miss ..	Ga. Pacific Rwy .....	22.38
Greenwich and Johnsonville, N. Y.	2	6082	Johnsonville, Greenwich, N. Y.	Greenwich and Johnsonville.	14.90
Grinnell and Montezuma, Iowa.	6	27032	Grinnell, Montezuma, Iowa.	Central Iowa .....	17.49
Griswold and Red Oak, Iowa.	6	27055	Red Oak, Griswold, Iowa..	Chicago, Burlington and Quincy.	18.88
Grosse Isle and Slocum, Mich. <sup>a</sup>	9	24011	Grosse Isle, Slocum Junction, Mich.	Michigan Central.....	2.36
Groveton, Lancaster, N. H.	1	1006	Groveton, Wells River, Vt.	Bos., Conc. and Mont.....	10.68
Gruelle and Leesburgh, Fla.	4	16014	Gruelle, Leesburgh, Fla....	Fla. Southern Rwy'.....	72.80
Gulf and Greensborough, N. C.	3	13011	Gulf, Greensborough, N. C.	Cape Fear and Yad. Val ..	52.97
Gunnison and Castleton, Colo.	7	38014 (part)	Nathrop, Gunnison, Colo..	D., S. P. and Pac. R. R. ....	414.04
Gunnison and Crested Butte, Colo.	7	38016	Gunnison, Crested Butte, Colo.	Denver and Rio Grande Rwy.	28.40
Gurdon and Camden, Ark.	7	29010	Gurdon, Camden, Ark ....	St. L., I. M. and S. Rwy ..	34.28
Guthrie Centre and Menlo, Iowa.	6	27059	Menlo, Guthrie Centre, Iowa.	Chicago, Rock Island and Pacific.	15.05
Hagerstown, Ind., and Harrison, Ohio.	5	21081	Hagerstown, Ind., Harrison, Ohio.	Whitewater Valley .....	63.16
Hailey and Shoshone, Idaho.	8	42001	Shoshone, Hailey, Idaho ..	Oregon Short Line .....	57.90
Halifax and Scotland Neck, N. C.	3	13019	Halifax, Scotland Neck, N. C.	Wilmington and Weldon..	21
Halstad and Moorhead, Minn.	6	26052	Moorhead, Halstad, Minn .	St. Paul, Minneapolis and Manitoba.	34.31
Hammondsport and Bath, N. Y.	2	6096	Bath, Hammondsport, N. Y.	Bath and Hammondsport .	9.81
Hampton and Belmond, Iowa.	6	27078	Hampton, Belmond, Iowa .	Central Iowa .....	22.82

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
39,469	(1)	26	Feb. 1, 1883	102	1 0	<sup>1</sup> 12 round trips, between Greeley and Fort Collins, 24 miles, and 6 round trips, between Fort Collins and Stout, 15.05 miles. Connects at Greeley with Cheyenne and Denver, R. P. O., and at Fort Collins with Fort Collins and Denver, R. P. O.
14,335	6	12	May 1, 1884	38	0 6	Supplied by Carrollton and Greenfield, Ill. Connects at Greenfield, Ill., with Rock Island, Ill., and Saint Louis, Mo., R. P. O., and at Carrollton, Ill., with Saint Louis, Louisiana, and Kansas City, Mo., R. P. O.
4,382	6	6	July 1, 1882	1,621	0 6	<sup>2</sup> Balance of route covered by Atchison and Lenora R. P. O. (See Table A <sup>2</sup> .) Connects at Greenleaf with Atchison and Lenora R. P. O.
14,009	6	6	Mar. 28, 1881	59	2 0	
23,459	15	8	July 1, 1881	172	2 0	
21,897	12	10	July 1, 1883	161	0 6	Connects at Grinnell, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with Mason City and Albia, Iowa, R. P. O. Connects at Montezuma, Iowa, with Muscatine and Montezuma, Iowa, R. P. O.
23,637	12	24	July 1, 1883	89	0 6	Connects at Griswold, Iowa, with Atlantic and Griswold, Iowa, pouch service, and at Red Oak, Iowa, with Burlington and Council Bluffs, Iowa, and with Red Oak and Eastport, Iowa, R. P. O.'s.
1,481	6	2	July 1, 1883	34	.....	<sup>3</sup> At Slocum Junction, Mich., connects with Detroit and Toledo R. P. O.; day line.
13,371	12	10	July 1, 1881	1,464	.....	Pouches exchanged with Groveton, Lancaster, Lancaster and Boston R. P. O., and Port. and I. Pond R. P. O.
45,622	6	23	Feb. 25, 1884	208	4 0	
33,159	6	6	July 1, 1880	161	1 0	Connects with Gulf and Fayetteville R. P. O.
7,789	6	8	May 26, 1884	385	0 6	<sup>4</sup> Balance of route covered by Buena Vista and Gunnison R. P. O. (See Table A <sup>2</sup> .) Connects at Gunnison with Buena Vista and Gunnison R. P. O., Denver and Ogden R. P. O., and Gunnison and Crested Butte R. R.
17,779	6	14	Jan. 2, 1882	161	0 6	Connects at Gunnison with Buena Vista and Gunnison R. P. O., Denver and Ogden R. P. O., and Gunnison and Castleton R. R.
21,459	6	22	Dec. 1, 1881	214	0 6	Connects at Gurdon with Saint Louis and Texarkana R. P. O., and at Camden with Cairo and Texarkana R. P. O.
18,842	12	24	July 1, 1883	180	0 6	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O.
4,112	6	2	July 1, 1880	468	.....	Closed pouches only between Hagerstown and Cambridge City, 6.75 miles; residue R. P. O.
42,383	7	14	Not weighed.		2 0	
13,146	6	2	Oct. 9, 1882	104	0 6	Connects with Richmond and Wilmington R. P. O.
21,478	6	10	Not weighed.		0 6	Supplied by initial and terminal offices. Connects at Moorhead, Minn., with Fargo, Dak., Breckenridge and Saint Paul, Minn.; Neche, Dak., and Breckenridge, Minn., and with Saint Paul, Minn., and Bismarck, Dak., R. P. O's.
12,282	12	6	July 1, 1881	208	2 0	
14,285.32	6	12	May 1, 1882	100	0 6	Supplied by initial and terminal offices. Connects at Hampton, Iowa, with Mason City and Albia Iowa, and Sumner and Hampton, Iowa, R. P. O's

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Hannibal and Palmyra, Mo.	7	28050	Hannibal, Palmyra, Mo ...	H. and St. J. R. R .....	15. 93
Hanover Junction and Valley Junction, Pa.	2	8102	Hanover Junction, Gettysburgh.	Han. Junc., Han. and Gettys.	16. 16
Harbor Springs and Petoskey, Mich. 2	9	24056	Harbor Springs, Petoskey, Mich.	Grand Rapids and Indiana	8. 35
Harlan and Avoca, Iowa..	6	27045	Avoca, Harlan, Iowa .....	Chicago, Rock Island and Pacific.	14. 21
Harrodsburgh Junction and Harrodsburgh, Ky.	5	20021	Harrodsburgh Junction, Harrodsburgh, Ky.	Southwestern of Ky .....	5. 62
Hart and Mears, Mich .....	9	24046	Hart, Mears, Mich .....	Chicago and West Michigan.	4. 15
Hartington and Wakefield, Nebr.	6	34022	Wakefield, Hartington, Nebr.	Chicago, St. Paul, Minneapolis and Omaha.	33. 80
Hart's Road and Jacksonville, Fla.	4	16009	Hart's Road to Jacksonville, Fla.	Fernandina and Jacksonville, R. R.	23. 27
Hartwell and Bowersville, Ga.	4	15029	Hartwell to Bowersville, Ga.	Hartwell R. R. ....	10. 00
Harwood and Gonzales, Tex.	7	31040	Harwood, Gonzales, Tex ..	G. H. and S. A. Rwy .....	12. 62
Hastings and Sidney, Iowa	6	27043	Hastings, Sidney, Iowa ...	Chicago, Burlington and Quincy.	22. 22
Haverhill and Georgetown, Mass.	1	3013	Georgetown, Haverhill, Mass.	Boston and Maine.....	7. 76
Hayt's Corners and Willard, N. Y.	2	6128	Hayt's Corners, Willard, N. Y.	Geneva, Ith. and Sayre ...	5. 42
Hazle Creek Bridge and Audenried, Pa.	2	8012	Hazle Creek Bridge, Audenried, Pa.	Lehigh Valley .....	8. 52
Hebron and Chester, Nebr.	6	34024	Chester, Hebron, Nebr....	Nebraska and Colorado...	11. 83
Henderson and Overton, Tex.	7	31015	Henderson, Overton, Tex ..	L and G. N. Rwy.....	16. 57
Henderson and Oxford, N. C.	3	13014	Henderson, Oxford, N. C..	Oxford and Henderson....	13. 40
Heron Lake and Woodstock, Minn.	6	26028	Heron Lake, Woodstock, Minn.	Chicago, St. Paul, Minneapolis and Omaha.	44. 21
Highlands and Branchport Junction, N. J.	2	7026 (part)	Sandy Hook, Pemberton Junction . J.	Phila. and Read., N. J. So. Division.	27. 30
Hilbert and Appleton, Wis.	6	25040	Hilbert, Appleton, Wis...	Milwaukee and Northern.	21. 83
Hilliards and Branchton Junction, Pa.	2	8152	Branchton Junction, Hilliards, Pa.	Shenango and Allegheny .	10. 41
Hillsborough and Blanchester, Ohio.	5	21017	Hillsborough, Blanchester, Ohio.	Cin., Wash. and Balto....	21. 00
Hillsborough and Sardinia, Ohio.	5	21066	Hillsborough, Sardinia, Ohio.	Columbus and Maysville..	19. 59
Hinkley and Saint Cloud, Minn.	6	26049	Saint Cloud, Hinkley, Minn.	St. Paul, Minneapolis and Manitoba.	68. 04
Hodges and Abbeville, S. C.	4	14009	Hodges, Abbeville, S. C ..	Columbia and Greenville R. R.	11. 82
Holyoke and Westfield, Mass.	1	3069	Holyoke, Westfield, Mass.	New Haven and Northampton.	10. 53
Honesdale and Carbondale, Pa.	2	8116	Honesdale, Carbondale, Pa	Del. and Hud. Canal Co ...	19. 62
Honesdale and Lackawaxen, Pa.	2	8009	Honesdale, Lackawaxen, Pa.	N. Y., L. E. and W .....	26. 13

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

				Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
23,322	14	16	July 1, 1883	425	1 0	Makes all Hannibal connections and connects at Palmyra with Quincy and Kansas City R. P. O.
7,734	6	3	July 1, 1881	528	2 0	* Balance of route (23.70 miles) covered by Glyn- don and Gettysburgh R. P. O. See Table A*.
15,681	18	6	July 1, 1883	132	.....	* At Petoskey, Mich., connects Mackinaw City and Grand Rapids R. P. O.
17,799	12	16	July 1, 1883	215	0 6	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O.
10,554	18	6	July 1, 1880	120	.....	
2,597	6	4	July 1, 1883	64	.....	
21,159	6	12	Dec. 15, 1883	100	0 6	Supplied by initial and terminal offices. Con- nects at Wakefield with Emerson and Norfolk, Nebr., R. P. O.
16,987	7	8	Apr. 5, 1881	506	4 0	
6,260	6	4	July 1, 1880	72	2 0	
16,478	14	4	Nov. 1, 1882	366	0 6	Connects at Harwood with Houston and Del Rio R. P. O.
12,909	6	12	July 1, 1883	146	0 6	Supplied from Hastings, Iowa, and by Burlington and Council Bluffs, Iowa, R. P. O.
4,857	6	2	July 1, 1881	27	.....	Pouches exchanged with Haverhill and George- town, Mass.
6,482	15	12	July 2, 1883	113	2 0	
5,324	6	5	July 1, 1881	42	2 0	
14,811	12	8	Feb. 20, 1884	107	0 6	Supplied by Chester, Nebr., and Crete and Red Cloud, Nebr., R. P. O.
12,129	7	6	July 1, 1882	262	0 6	Connects at Overton with Texarkana and Houston R. P. O.
2,388	6	2	Sept. 20, 1881	164	0 6	Connects with Norfolk and Raleigh R. P. O.
27,675	6	24	July 1, 1883	88	0 6	Supplied by initial and terminal offices, and by Saint Paul, Minn., and Sioux City, Iowa, R. P. O.
6,369	46.25	6	July 1, 1881	196	2 0	* Balance of route (30.23 miles) covered by Red Bank and Bridgeton R. P. O. (see Table A*), and no service (4.19 miles) Sandy Hook to High- lands, and (3.90 miles) Branchport Junction to Easton town, and closed pouch service (19.38 miles) Whitney to Pemberton Junction. * 15 times a week for 3 months, and 6 times a week for 9 months, from Highlands to Branchport Junction.
27,331	12	16	July 1, 1883	471	0 6	Supplied by initial and terminal offices, Menasha, Wis., and by Green Bay and Milwaukee, Wis., R. P. O. Connects at Menasha, Wis., with Ash- land and Menasha, Wis., and Fort Howard, Wis., and Chicago, Ill., R. P. O's.
6,816	6	4	May 1, 1884	86	2 0	
26,292	12	4	July 1, 1880	392	.....	
12,263	6	2	July 1, 1880	144	.....	
42,503.04	6	12	July 2, 1883	37	0 6	Supplied by initial and terminal offices. Connects at Hinckley, Minn., with Duluth and Saint Paul, Minn., R. P. O., and at Saint Cloud, Minn., with Saint Vincent and Saint Paul, Minn., R. P. O.
7,400	6	4	July 1, 1880	611	0	
12,183.56	12	6	July 1, 1881	106	.....	Pouches exchanged with Holyoke, Westfield, Wms. and New Haven R. P. O.
24,564	12	6	July 1, 1881	179	2 0	
32,714	12	12	July 1, 1881	297	2 0	



TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Hope and Ripon, Dak ...	6	35003	Breckenridge, Minn., Hope, Dak.	St. Paul, Minneapolis and Manitoba.	29.73
Hope Valley and Wood River Junction (n. o.), R. I.	1	4009	Wood River Junction (n. o.), Hope Valley, R. I.	New York, Prov. and Bos.	5.95
Hopewell Junction and Wicopee Junction, N. Y.	2	6125	Hopewell Junction, Wicopee Junction, N. Y.	New York and New England.	11.19
Hortonville and Oshkosh, Wis.	6	25046	Oshkosh, Hortonville, Wis.	Milwaukee, Lake Shore and Western.	23.77
Houlton, Me., and New Brunswick Line (n. o.).	1	16	Houlton, Me., New Brunswick Line (n. o.).	New Brunswick .....	3.93
Houston and Alvin, Tex..	7	31047	Houston, Alvin, Tex .....	G., Colo. and S. F. Rwy ...	24.68
Houston and Columbia, Tex.	7	31008	Houston, Columbia, Tex ..	I. and G. N. Rwy .....	51.25
Houston and Sealy, Tex..	7	31020	Houston, Sealy, Tex .....	Texas Western Rwy .....	52.20
Humboldt and Republic, Mich.	6	24053	Humboldt, Republic, Mich	Marquette, Houghton and Ontonagon.	8.70
Hunter and Phenicia, N. Y.	2	6118	Phœnicia, Hunter, N. Y..	Stony Clove and Catskill..	14.73
Huntsville and Phelps (n. o.), Tex.	7	31034	Huntsville, Phelps (n. o.), Tex.	I. and G. N. Rwy .....	8.51
Huron and Norwalk, Ohio.	5	21087	Huron, Norwalk, Ohio....	Wheel. and Lake Erie ....	13.67
Inman and Bridgeport, Tenn.	5	19012	Inman, Bridgeport, Tenn.	Nash., Chatt. & St. Louis.	19.62
Intersection and Ebbrale, Pa.	2	8082	Valley Junction, Ebbrale, Pa.	Han. Junc., Han. and Gettys.	5.77
Ione and Galt, Cal.....	8	46023	Galt, Ione, Cal.....	Cent'l Pac. R. R. ....	27.79
Iowa Falls and Eldora Junction, Iowa.	6	27088	Eldora Junction (n. o.), Iowa Falls, Iowa.	Chicago, Iowa and Dakota.	21.59
Iron River Junction and Iron River, Mich.	6	24038	Iron River Junction (n. o.), Iron River, Mich.	Chicago and Northwestern.	19.81
Iroquois, Dak., and Harwarden, Iowa.	6	27070	Eagle Grove, Iowa, Iroquois, Dak.	Chicago and Northwestern.	126.42
Irvona and Bellwood, Pa..	2	8087	Bellwood, Irvona, Pa .....	Bell's Gap .....	25.72
Irwin's Station and Sewickley, Pa.	2	8129	Irwin's Station, Sewickley, Pa.	Youghiogheny .....	9.79
Jacksonville and Palatka, Fla.	4	16018	Jacksonville, Palatka, Fla.	Jacks., Tampa and Key West R. R.	56.20
Jacksonville and Saint Augustine, Fla.	4	16016	Jacksonville, Saint Augustine, Fla.	Jacks., St. Augustine and Halifax River R. R.	36.80
Jamaica and Brooklyn, N. Y.	2	6124	Brooklyn, Jamaica, N. Y..	Long Island .....	9.18
Jamestown and Burr Oak, Kans.	7	33032	Jamestown, Burr Oak, Kans.	Cent. Branch U. P. R. R...	33.90
Jamesville and Washington, N. C.	3	13018	Jamesville, Washington, N. C.	Jamesville & Washington.	22.57

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	I	Pounds.	Fl. In.	Remarks.
18,610	6	20	April 1, 1884	476	0 6	Supplied by initial and terminal offices, and by Mayville, Dak., and Brockenridge, Minn., R. P. O. Connects at Ripon, Dak., with Portland and Everest, Dak. Pouch service.
14,806	24	8	July 1, 1881	118	.....	Pouches exchanged with Providence and New London R. P. O.
3,503	3	4	July 1, 1881	383	3 0	Mails carried in one direction only from Hope-well Junction to Wiscopee Junction.
20,700	12	12	July 1, 1883	48	0 6	Supplied by initial and terminal offices. Connects at Hortonville, Wis., with Summit Lake and Milwaukee, Wis., R. P. O.; at Crest with Ashland and Menasha, Wis., R. P. O., and at Oshkosh, Wis., with Fort Howard, Wis., and Chicago, Ill., and with Oshkosh and Milwaukee, Wis., R. P. O's.
4,930	12	8	July 1, 1881	363	.....	Pouches exchanged with Vanceborough and Bangor R. P. O.
18,006	7	6	Not weighed.		0 6	Makes all Houston connections and connects at Alvin with Fort Worth and Galveston R. P. O.
16,042	3	22	July 1, 1882	158	0 6	Makes all Houston connections.
33,678	6	8	July 1, 1882	41	0 4	Makes all Houston connections, and connects at Sealy with Fort Worth and Galveston R. P. O.
16,803	12	4	July 1, 1883	61	0 6	Supplied by Humboldt, Mich., and by Marquette and L'Anse, Mich., R. P. O.
9,320	6	10	July 1, 1883	300	3 0	
12,456	14	4	July 1, 1882	150	0 6	Connects at Phelps with Texarkana and Houston R. P. O. and Denison, Troup and Houston R. P. O.
17,114	12	4	Oct. 9, 1882	120	.....	
8,502	6	2	July 1, 1880	87	.....	Formerly Victoria to Bridgeport; extended May 1, 1884, to begin at Inman; increased distance, 5.21 miles.
3,612	6	3	July 1, 1881	373	2 0	Balance of route (7.20 miles) covered by Glyndon and Gettysburgh R. P. O. (See Table A*.)
20,343	7	24	July 1, 1882	547	2 6	
17,903	8	16	Mar. 20, 1884	92	0 6	Supplied by Iowa Falls and Eldora, Iowa, and by Tama City and Hawarden, Iowa, R. P. O. Connects at Eldora, Iowa, with Mason City and Ottumwa, Iowa, R. P. O., and at Iowa Falls, Iowa, with Dubuque and Sioux City, Iowa, R. P. O.
12,401	6	4	July 1, 1883	51	0 6	Supplied by Florence, Wis. Connects at Florence, Wis., with Powers, Mich., and Florence, Wis., R. P. O.
79,128	6	28	Apr. 16, 1884	927	1 0	Supplied by initial and terminal offices and by Parker, Dak. Connects at Iroquois, Dak., with Tracy, Minn., and Pierre, Dak., R. P. O.; at Vilas, Dak., with La Crosse, Wis., and Woonsocket, Dak., R. P. O.; at Salem, Dak., with Sioux Falls and Salem, Dak., pouch service; at Parker, Dak., with Calmar, Iowa, and Chamberlain, Dak., R. P. O., and at Hawarden, Iowa, with Tama City and Hawarden, Iowa, R. P. O.
32,201	12	5	July 1, 1881	55	2 0	
6,128	6	2	July 1, 1881	34	2 0	
83,000	14	10	Mar 17, 1884	1,007	2 0	
40,753	12	4	Aug. 1, 1883	455	2 0	
20,733	30	9	May 1, 1883	208	2 0	
21,221	6	23	July 1, 1882	256	0 6	Connects at Jamestown with Atchison and Lenora R. P. O.
14,138	6	8	July 1, 1881	20	1 0	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Janesville and Afton, Wis.	6	25052	Afton, Janesville, Wis . . . .	Chicago and Northwestern	6.64
Janesville and Beloit, Wis.	6	25036	Janesville, Beloit, Wis . . . .	Chicago, Milwaukee and St. Paul.	15.76
Jefferson Junction and Susquehanna, Pa.	2	Part of 8064	Carbondale, Susquehanna, Pa.	N. Y., L. E. and W . . . . .	13.50
Jeffersonville and Claysville Junction.	5	21057	Jeffersonville, Ohio, Claysville Junction, Ohio.	Cin., Col. & Hock. Val . . . .	28.00
Johnson Junction and Hillsborough.	5	20019	Johnson Junction, Ky., Hillsborough, Ky.	Cin. & So. Eastern . . . . .	17.08
Johnsonville and Stoneville.	4	18013	Johnsonville, Miss., to Stoneville, Miss.	Ga. Pacific R'w'y . . . . .	20.43
Juab and Frisco, Utah . . . .	8	41001	Ogden City, Frisco, Utah .	Utah Cent'l R. R. . . . .	138.50
Judd and Lehigh, Iowa . . .	6	27037	Judd, Lehigh, Iowa . . . . .	Crooked Creek Railway and Coal.	9.47
Junction and Mound City, Ill.	6	23028	Junction, Mound City, Ill.	Illinois Central . . . . .	2.94
Junction and Quarryville, Pa.	2	8137	Junction, Quarryville, Pa.	Phila. and Reading . . . . .	23.50
Katahdin Iron Works, Milo Junction (n. o.), Me.	1	9	Milo Junction (n. o.), Katahdin Iron Works.	Bangor & Katahdin Iron Works.	18.94
Keithsburg, Ill., and Morning Sun, Iowa.	6	27086	Oskaloosa, Iowa, Keithsburg, Ill.	Central Iowa . . . . .	17.20
.					
Kenesaw and Holdrege, Nebr.	6	34023	Kenesaw, Holdrege, Nebr.	Nebraska and Colorado . .	40.32
Keokuk, Iowa, and Warsaw, Ill.	6	23027	State Line (n. o.), Warsaw, Ill.	Wabash, St. Louis and Pacific.	6.47
.					
Keyport and Freehold, N. J.	2	7043	Keyport, Freehold, N. J. .	Freehold and New York . .	14.99
Keysville and Clarksville, Va.	3	11032	Keysville, Clarksville, Va.	Richmond and Mecklenburgh.	31.63
King's Mountain Station, Yosemite.	5	20028	King's Mountain Station, Yosemite, Ky.	Cin., Green River and Nash.	11.42
Kingston Depot, Narragansett Pier, R. I.	1	4007	Kingston Depot, Narragansett Pier.	Narragansett Pier R. R. . .	9.14
Kingston and Rome . . . . .	4	15008	Kingston to Rome, Ga. . . .	Rome R. R. . . . .	20.32
Kinkora and Lewistown, N. J.	2	7012	Kinkora, Lewistown, N. J.	Penn'a . . . . .	10.70
Kinzua Junction and Smethport, Pa.	2	Part of 8132	Bradford, Smethport, Pa. .	Brad., B. and K. . . . .	15.84
Knoxville and Marysville, Tenn.	5	19014	Knoxville, Marysville, Tenn.	Knox. and Augusta . . . . .	18.45
Kosciusko and Durant . .	4	18009	Kosciusko to Durant, Miss.	Illinois Central R. R. . . . .	21.70
L'Anse and Houghton, Mich.	6	24040	Marquette, Houghton, Mich.	Marquette, Houghton and Ontonagon.	31.74
Laclede and Sumner, Mo.	6	27008	Burlington, Iowa, Sumner, Mo.	Chicago, Burlington and Kansas City.	10.31
.					
La Harpe, Ill., Burlington, Iowa.	6	23076	La Harpe, Ill., Burlington, Iowa.	Wabash, St. Louis and Pacific.	20.83

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
12,469	18	8	July 1, 1883	Pounds. 142	Ft. In. 0 6	Connects at Afton, Wis., with Chicago, Ill., and Winona, Minn., R. P. O., and at Janesville, Wis., with Fort Howard, Wis., and Chicago, Ill., Milwaukee and Prairie du Chien, Wis., and Milton and Mineral Point, Wis., R. P. O's.
19,731	12	4	July 1, 1883	66	0 6	Connects at Beloit, Wis., with Chicago, Ill., and Winona, Minn., R. P. O., and with Racine, Wis., and Rock Island, Ill., R. P. O.
2,191	6	2	July 1, 1881	237	2 0	<sup>1</sup> Balance of route (35.64 miles) covered by Nineveh and Carbondale R. P. O. (See Table A <sup>2</sup> .)
4,368	8	( <sup>2</sup> )	June 12, 1882	98	.....	<sup>2</sup> Two pouches exchanged 3 days in each week.
10,692	6	2	July 1, 1880	1,242	.....	
12,789	6	4	Mar. 1, 1882	30	2 0	
101,382	7	20	July 1, 1882	861	2 0	
5,928	6	2	July 1, 1883	38	0 6	Connects at Judd, Iowa, with Dubuque and Sioux City, Iowa, R. P. O.
3,680	12	4	Aug. 1, 1883	86	0 6	Connects at Junction, Ill., with Centralia and Cairo, Ill., R. P. O., and at Mound City, Ill., with Danville and Cairo, Ill., R. P. O.
29,422	12	10	July 1, 1881	326	2 0	
11,856	6	4	Nov. 13, 1882	64	.....	Pouches exchanged with Greenville and Oldtown R. P. O.
10,767	6	10	Not weighed	.....	0 6	Supplied by Keithsburg, Ill., and Morning Sun, Iowa, and by Peoria and Keithsburg, Ill., and Morning Sun and Oskaloosa, Iowa, R. P. O.'s
25,246	6	16	Feb. 20, 1884	159	0 6	Connects at Keithsburg, Ill., with Galva, Ill., and Burlington, Iowa, R. P. O., and at Morning Sun, Iowa, with Albert Lea, Minn., and Burlington, Iowa, R. P. O.
8,100	12	4	July 1, 1883	1,766	0 6	Supplied by initial and terminal offices and by Hastings and Kearney, Nebr., R. P. O.
28,151	18	28	July 1, 1881	233	3 0	Connects at Keokuk, Iowa, with Des Moines and Keokuk, Iowa, Burlington, Iowa, and Saint Louis, Mo., and Keokuk and Centerville, Iowa, R. P. O.'s; connects at Hamilton, Ill., with Logansport, Ind., and Keokuk, Iowa, R. P. O.
19,800	6	12	Feb. 1, 1883	97	1 0	Connects with Richmond and Danville R. P. O.
6,821	6	2	Mar. 11, 1884	83	.....	Formerly King's Mountain to Middleburgh; extended March 11, 1884, to Yosemite; increased distance, 0.75 mile.
22,886	24	2	July 1, 1881	194	.....	Pouches exchanged with Providence, Prov. and N. L., Bos., Prov. and N. Y. R. P. O's.
27,584	13	6	July 1, 1880	149	2 0	
6,098	6	2	July 1, 1881	56	2 0	
19,831	12	6	July 1, 1881	101	2 0	<sup>1</sup> Balance of route (10.21 miles) covered by Wells-ville and Bradford R. P. O. (See Table A <sup>2</sup> ).
4,981	6	2	July 1, 1880	93	.....	From January 22, 1884. Previous to that date there was R. P. O. service on this route.
12,584	6	4	July 1, 1880	176	2 0	
19,869	6	16	Apr. 16, 1884	743	0 6	Supplied by initial and terminal offices, and by Marquette and L'Anse, Mich., R. P. O.
6,454	6	8	July 1, 1883	473	0 6	Supplied by initial and terminal offices, and by Burlington, Iowa, and Laclede, Mo., R. P. O.; connects at Sumner, Mo., with Council Bluffs, Iowa, and Brunswick, Mo., R. P. O.
28,979	12	16	July 1, 1883	65	0 6	Supplied by initial and terminal offices, and by Logansport, Ind., and Keokuk, Iowa, R. P. O.; connects at Burlington, Iowa, with Burlington and Council Bluffs, Iowa, R. P. O.; Burlington, Iowa, and Saint Louis, Mo., R. P. O.; Burlington, Iowa, and Laclede, Mo., R. P. O.; Burlington and Brighton, Iowa, R. P. O.; Albert Lea, Minn., and Burlington, Iowa, R. P. O.; and with Chicago, Ill., and Burlington, Iowa, R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Lake George and Fort Edward, N. Y.	2	6032	Fort Edward, Lake George, N. Y.	Del. and Hud. Canal Co. . .	15. 95
Lake Roland and Western Maryland R. R. Jct., Md.	3	10018	Lake Roland, Western Maryland R. R. Jct., Md.	Western Maryland . . . . .	9. 00
Lane's and Georgetown . . .	4	14020	Lane's to Georgetown, S. C.	Georgetown and Lane's R. R.	39. 20
Lansdale and Norristown, Pa.	2	8098	Norristown, Lansdale, Pa. .	Phila. and Reading . . . . .	10. 30
Las Vegas and Las Vegas Hot Springs, N. M.	7	39007	Las Vegas, Las Vegas Hot Springs, N. M.	A., T. & S. F. R. R. . . . .	10. 80
Latrobe and Ligonier, Pa. .	2	8118	Latrobe, Ligonier, Pa. . . . .	Ligonier Valley . . . . .	10. 67
Laurens and Newberry . . .	4	14012	Laurens to Newberry, S. C.	Laurens R. R. . . . .	31. 98
Lawrence, Lowell, Mass. . .	1	8017	Lowell, Lawrence, Mass. . .	Boston and Lowell . . . . .	14. 25
Lawrence, Salem, Mass. . .	1	3005	Salem, Lawrence, Mass. . . .	Eastern . . . . .	21. 29
Lawrenceburgh Junction, Lawrenceburgh. .	5	22045	Lawrenceburgh Junction (n. o.), Lawrenceburgh, Ind.	Cin., Ind., St. Lou. and Chi.	2. 46
Lawrenceville and Harrison Valley, Pa.	2	8139	Lawrenceville, Harrison Valley, Pa.	Fall Brook Coal Co. . . . .	32. 18
Lawton and Hartford, Mich. <sup>2</sup>	9	24063	Lawton, Hartford, Mich. . .	Toledo and Paw Paw and South Haven.	20. 21
Leadville and Dillon, Colo.	7	38013	Leadville, Dillon, Colo. . . .	Denver and Rio Grande Rwy.	36. 60
Leaman Place and Strasburgh, Pa.	2	8026	Strasburgh, Leaman Place, Pa.	Strasburgh . . . . .	5. 40
Lebanon and Cornwall, Pa.	2	8149	Lebanon, Cornwall, Pa. . . .	Cornwall . . . . .	5. 62
Lebanon, Greensburgh. . . .	5	20024	Lebanon, Greensburgh, Ky	Louis. and Nash . . . . .	32. 00
Leeds Junction (n. o.), South Lewiston, Me.	1	3	Farmington, Brunswick, Me.	Maine Central . . . . .	16. 50
Lehi and Tintic, Utah. . . .	8	41011	Lehi, Tintic, Utah . . . . .	Salt Lake and Western R. R.	53. 50
Lemoore and Goshen, Cal. . .	8	46038	Goshen, Lemoore, Cal. . . . .	Southern Pac. R. R. . . . .	21. 20
Leicester Junction, Vt. (n. o.), Ticonderoga, N. Y.	1	2008	Leicester Junction (n. o.), Addison Junction (n. o.)	Central Vermont. . . . .	15. 62
Lenox and Jackson, Mich. <sup>2</sup>	9	24033	Lenox, Jackson, Mich. . . .	Grand Trunk . . . . .	106. 58
Lewisburgh and Sunbury, Pa.	2	8153	Sunbury, Lewisburgh, Pa.	Phila. and Reading . . . . .	9. 84
Lewiston and South Auburn, Me.	1	21	Lewiston, South Auburn. .	Grand Trunk . . . . .	5. 85
Lockport and Buffalo, N. Y.	2	6015	Buffalo, Lockport, N. Y. . .	N. Y. C. and H. R. . . . .	22. 00
Locust Valley and Mineola, N. Y.	2	6044	Mineola, Locust Valley, N. Y.	Long Island . . . . .	10. 53
Longview and Easton, Tex.	7	31048	Longview, Easton, Tex. . . .	G. S. and St. L. Rwy. . . . .	13. 77
Lorain and Grafton, Ohio.	5	21041	Lorain, Bridgeport, Ohio. .	Cleve., Lorain and Wheel. .	158. 43
Lorain and Hungary, Va. . .	3	11030	Lorain, Hungary, Va. . . . .	Richmond and Alleghany. .	12. 00
Lore City and Cumberland, Ohio.	5	21048	Lore City, Cumberland, Ohio.	Cin., Wheel and N. Y. . . . .	13. 06
Los Angeles and Santa Monica, Cal.	8	46020	Los Angeles, Santa Monica, Cal.	Los Ang. and Independence R. R.	19. 50

parts of railroads over which no railway post-offices ran, in operation, &c.—Continued.

				Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
26,610	22	50	July 1, 1881	488	8 0	
6,670	7	2	July 1, 1880	28	8 6	
23,327	6	2	.....	.....	2 0	
6,447	6	4	July 1, 1881	64	2 0	
23,914	21	3	Not weighed	.....	8 4	Connects at Las Vegas with Kansas City and Al- buquerque R. P. O.
6,679	6	1	July 1, 1881	53	2 0	
18,988	6	10	July 1, 1880	159	8 0	
22,761	18	6	July 1, 1881	127	.....	Pouches exchanged with Lowell, Lawrence, Bos- ton, Portland and Bos., Lancaster and Bos. R. P. O's.
13,327	6	4	July 1, 1881	158	.....	Lawrence, Salem, Lancaster and Bos. R. P. O.
6,678	26	8	July 1, 1880	839	.....	<sup>1</sup> Two trains carry mail daily, Sundays included, and two carry mail daily, Sundays excepted.
49,289	12	7	July 1, 1881	562	2 0	
25,302	12	8	July 2, 1883	136	.....	<sup>2</sup> At Lawton, Mich., connects Detroit and Chi- cago R. P. O.; at Hartford, Mich., connects Grand Rapids and La Crosse R. P. O.
26,791	7	34	Mar. 6, 1883	159	8 6	Connects at Leadville with Denver and Leadville R. P. O., and Denver, Pueblo and Leadville R. P. O., and at Dillon with Como and Dillon R. R.
3,380	6	2	July 1, 1881	45	2 0	
3,518	6	8	Mar. 20, 1883	56	2 0	
20,032	6	2	July 1, 1880	165	.....	
7,386	6	2	July 1, 1881	729	.....	Pouches exchanged with Farm. and Lewiston R. P. O., Bath and Lewiston R. P. O.
33,491	6	6	Aug. 10, 1882	29	2 0	
15,518	7	8	July 1, 1882	84	2 8	
9,778	6	2	July 1, 1881	80	.....	Pouches exchanged with Essex Junc. and Bos., Rutland and Hoosic Junc. R. P. O's.
14,576	6	19	Feb. 20, 1884	373	.....	<sup>3</sup> At Lenox, Mich., connects Port Huron and De- troit R. P. O.; at Rochester, Mich., connects Bay City and Detroit R. P. O.; at Pontiac, Mich., connects Detroit and Grand Haven R. P. O.; at Wixom, Mich., connects Bay City, Wayne, and Detroit R. P. O.; at Jackson, Mich., connects Detroit and Chicago R. P. O. Service extended from Pontiac to Jackson, Mich., February 20, 1884, increasing distance 70.80. R. P. O. service established over the whole line February 23, 1884.
7,716	7.50	8	Feb. 14, 1884	53	2 0	
2,662	6	6	July 1, 1880	139	.....	Pouches exchanged, Lewiston with Portland and Gorham and Portland and Island Pond R. P. O's.
41,316	18	9	July 1, 1881	290	2 0	
12,183	12	12	July 1, 1881	169	2 0	
10,060	7	2	Not weighed	.....	8 4	Connects at Longview with Texarkana and El Paso R. P. O., and Texarkana and Houston R. P. O.
19,462	12	4	July 1, 1880	520	.....	Closed pouches only between Lorain and Grafton, Ohio—15 miles; residue R. P. O.
7,512	6	1	Apr. 24, 1882	15	6 6	Connects with Richmond, Lynchburgh and Chil- ton Forge R. P. O.
7,631	6	2	Dec. 1, 1883	95	.....	Formerly Senecaaville to Cumberland. Extended December 1, 1883, to begin at Lore City; in- creased distance, 4.37 miles.
14,274	7	4	July 1, 1882	42	2 0	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Los Angeles and San Pedro, Cal.	8	46013	San Pedro, Los Angeles, Cal.	South'n Pac. R. R. ....	26. 20
Louisville and Wadley, Ga.	4	15028	Louisville, Wadley, Ga. . .	Louisville and Wadley R. R.	10. 62
Luther and Milton Junction, Mich. <sup>1</sup>	9	24059	Luther, Milton Junction, Mich.	Grand Rapids and Indiana.	11. 50
Luverne, Minn., and Doon, Iowa.	6	26030	Luverne, Minn., Doon, Iowa.	Chicago, St. Paul, Minneapolis and Omaha.	28. 29
Lyles and Warner, Tenn. .	5	19023	Lyles, Warner, Tenn. ....	Nash., Chatt. and St. Louis.	1. 50
McGregor and Gatesville, Tex.	7	31025	Texarkana, Ark., Gatesville, Tex.	Texas and St. Louis R'wy.	26. 42 <sup>2</sup>
McNeil and Magnolia, Ark.	7	29015	McNeil, Maguolia, Ark. . .	.....do .....	7. 17
Madison and Elmira, Cal. .	8	46015	Elmira, Madison, Cal. ....	Vaca Valley and Clear Lake R. R.	30. 07
Madisonville and Providence, Ky.	5	20031	Madisonville, Providence, Ky.	Louisville and Nashville..	16. 51
Mahopac and Golden's Bridge, N. Y.	2	6023	Golden's Bridge, Mahopac, N. Y.	N. Y. C. and H. R. (Harlem Division.)	7. 50
Malta and Red Cliff, Colo	7	38018	Malta, Red Cliff, Colo. ....	Denver and Rio Grande R'wy.	27. 00
Malvern Junction and Hot Springs, Ark.	7	29005	Malvern Junction, Hot Springs, Ark.	Hot Springs R. R. ....	25. 90
Manchester and Barnegat, N. J.	2	7050	Manchester, Barnegat, N. J.	Phila. and Reading .....	22. 42
Manchester and North Weare, N. H.	1	1003	Manchester, North Weare, N. H.	Concord .....	19. 96
Mankato Junction and Mankato, Minn.	6	26019	Mankato Junction (n. o.), Mankato, Minn.	Winona and St. Peter.....	4. 35
Manitou Junction and Colorado Springs, Colo.	6	38025	Manitou Junction, Colorado Springs, Colo.	D. and N. O. Rwy.....	9. 64
Manning and Kirkman, Iowa.	6	27071	Carroll, Kirkman, Iowa. . .	Chicago and North Western.	17. 64
Manor Junction and Eastport Junction, N. Y.	2	6117	Manor Junction, Eastport Junction, N. Y.	Long Island .....	5. 37
Marblehead and Lynn, Mass.	1	3009	Lynn, Marblehead, Mass. .	Eastern.....	6. 07
Marblehead and Salem, Mass.	1	3004	Salem, Marblehead, Mass. .	.....do .....	3. 92
Marion and Carbondale, Ill	6	23045	Carbondale, Marion, Ill. . .	St. Louis Coal .....	18. 75
Marlton and Haddenfield, N. J.	2	7045	Haddenfield, Marlton, N. J.	Phila., Marl. and Med. ....	7. 24
Marietta, Ohio, and Parkersburgh, W. Va.	5	21049	Marietta, Ohio, Parkersburgh, W. Va.	Cin., Wash. and Baltimore	15. 08
Marshalltown and Story City, Iowa.	6	27079	Marshalltown, Story City, Iowa.	Central Iowa .....	39. 33
Mauch Chunk and Tamaqua, Pa.	2	8100	Tamaqua, Mauch Chunk, Pa.	Cent. R. R. of N. J. ....	18. 70
Maysville and Pittsfield, Ill.	6	23075	Maysville, Pittsfield, Ill. .	Wabash, St. Louis and Pacific.	6. 86
Meadows and Whitefield Junction (n. o.), N. H.	1	1018	Whitefield Junction (n. o.), Meadows, N. H.	Whitfield and Jefferson...	8. 52
Meadville and Lineville, Pa.	2	8707	Meadville, Lineville, Pa. . .	Penn'a.....	21. 10
Means and Cadiz, Ohio. . .	5	21088	Means, Cadiz, Ohio. ....	Pitts., Cin. and St. Louis..	8. 20



parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.		Pounds.	Ft. In.	
19,178	7	8	July 1, 1883	88	2 0	
6,648	6	8	July 1, 1880	111	2 0	
14,298	12	8	July 1, 1883	80	.....	<sup>1</sup> At Milton Junction, Mich., connects Mackinaw City and Grand Rapids R. P. O.
17,709	6	10	July 1, 1883	187	0 6	Supplied by initial and terminal offices, and by Saint Paul, Minn., and Sioux Falls, Dak., R. P. O.
939	6	2	Feb. 1, 1883	44	.....	
19,739	7	12	July 1, 1882	550	0 6	Connects at McGregor with Texarkana and McGregor R. P. O., and Fort Worth and Galveston R. P. O.
4,495	6	6	Net weighed	.....	0 6	<sup>2</sup> Balance of route covered by Texarkana and McGregor R. P. O. (See Table A <sup>2</sup> ). Connects at McNeil with Cairo and Texarkana R. P. O.
22,011	7	26	July 1, 1882	185	2 0	
10,385	8	2	Apr. 16, 1883	85		
9,390	12	8	July 1, 1881	85	2 0	
19,784	7	12	Jan. 16, 1882	166	0 6	Connects at Malta with Denver and Pueblo R. P. O., and Denver, Pueblo and Leadville R. P. O.
27,918	14	10	July 1, 1882	637	1 0	Connects at Malvern Junction with Saint Louis and Texarkana R. P. O.
25,087	15	22	July 1, 1881	114	2 0	
12,488	6	4	July 1, 1881	657	.....	Pouches exchanged with Manchester, Saint Albans, and Boston R. P. O.
11,814	26	8	July 1, 1883	830	0 6	Connects at Mankato Junction with Winona and Tracy, Minn., R. P. O.
7,056	7	4	Jan. 1, 1883	208	0 6	Connects at Manitou Junction with Denver and Pueblo R. P. O., and at Colorado Springs with Denver, Pueblo, and Leadville R. P. O., and Denver and Ogden R. P. O.
23,065	12	16	July 1, 1883	170	0 6	Connects at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and with Carroll and Audubon, Iowa, pouch service.
3,361	6	1	June 1, 1882	63	2 0	
7,580	12	6	July 1, 1881	48	.....	Pouches exchanged with Lynn and Boston.
7,341	18	12	July 1, 1881	152	.....	Supplied by closed pouches from Boston and Salem, Bangor and Boston R. P. O.
28,475	12	14	July 1, 1883	176	0 6	Supplied by initial and terminal offices; connects at Carbondale, Ill., with Centralia and Cairo, Ill., R. P. O., and with Carbondale and Grand Tower, Ill., pouch service.
4,532	6	2	May 1, 1882	37	2 0	
20,320	18	6	July 1, 1880	642		
24,620	6	20	July 1, 1883	122	0 6	Supplied by initial and terminal offices; connects at Marshalltown, Iowa, with Mason City and Albia, Iowa, Cedar Falls and Des Moines, Iowa, and Cedar Rapids and Council Bluffs, Iowa, R. P. Os.; connects at Story City, Iowa, with Jewell and Des Moines, Iowa, R. P. O.
8,576	6	8	July 1, 1881	107	2 0	
13,631	26	8	July 1, 1883	313	0 6	Connects at Maysville, Ill., with Bluffs, Ill., and Hannibal, Mo., R. P. O.
10,497	12	8	July 1, 1880	118	.....	Pouches exchanged with Lancaster and Boston R. P. O.
12,308	6	8	Dec. 10, 1881	111	2 0	
10,208	12	4	July 1, 1880	295		

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Mears and Haumann, Colo.	7	38015	Mears, Haumann, Colo....	Denver and Rio Grande Rwy.	27.33
Mechanicsburgh and Dillsburgh, Pa.	2	8080	Mechanicsburgh, Dillsburgh, Pa.	Cumb. Valley.....	8.85
Medford and Boston, Mass.	1	3012	Boston, Medford, Mass...	Boston and Maine.....	5.31
Melrose and Vernon Depot, Conn.	1	5008	Vernon Depot, Melrose, Conn.	New York and New Eng.	12.95
Menlo and Line Rock, Ala.	4	17018	Menlo, Line Rock, Ala....	Belmont Coal and R. R. Co.	7.11
Menomonee and Red Cedar Junction, Wis.	6	25053	Red Cedar Junction (n.o.), Menomonee, Wis.	Chicago, Milwaukee and St. Paul.	16.46
Meredith and Harrison Junction, Mich. <sup>1</sup>	9	24044	Meredith, Harrison Junction, Mich.	Flint and Pere Marquette.	29.65
Meridian, Miss., and New Orleans, La.	4	18016	Meridian, Miss., New Orleans, La.	N. O. and N. E. R. R.....	196.24
Micanopy Junction (n.o.) and Micanopy, Fla.	4	16017	Micanopy Junction (n.o.), Micanopy, Fla.	Fla. Southern Rwy.....	4.11
Middleboro' and Attleboro', Mass.	1	3043	Attleboro', Middleboro', Mass.	Old Colony.....	21.98
Middleboro' and Fall River, Mass.	1	3039	South Braintree Junction Mass. (n.o.), Newport, R. I.	.....do.....	19.29
Middleton, Tenn., and Ripley, Miss.	4	18008	Middleton Sta., Tenn., Ripley, Miss.	Ship Island, Ripley and Kentucky R. R.	25.09
Middletown and Berlin Depot (n.o.), Conn.	1	5003	Middletown, Berlin Depot (n.o.), Conn.	New York, New Haven and Hartford.	11.15
Milford and Bellingham, Mass.	1	3059	Milford, Bellingham, Mass.	Milford and Woonsocket..	4.10
Millbury, Grafton Depot (N. O.), Mass.	1	3026	Grafton Depot (N. O.), Millbury, Mass.	Boston and Albany.....	4.46
Milroy and Lewiston Junction, Pa.	2	8049	Lewiston Junction, Milroy, Pa.	Penn'a.....	12.94
Milton and Stockton, Cal..	8	46012	Stockton, Milton, Cal.....	Stockton and Copperopolis R. R.	30.09
Milwaukee Junction and Detroit Junction, Mich. <sup>2</sup>	9	24062	Milwaukee Junction, Detroit Junction, Mich.	Grand Trunk.....	4.53
Milwaukee and Schleisigerville, Wis.	6	25017	Milwaukee, Ashland, Wis.	Wisconsin Central.....	32.50
Minneapolis and Mendota, Minn.	6	26044	Mendota, Minneapolis, Minn.	Chicago, Milwaukee and St. Paul.	10.06
Mineola and Hempstead, N. Y.	2	6111	Mineola, Hempstead, N. Y.	Long Island.....	2.50
Mineral Point and Potosi, Mo.	7	28049	Mineral Point, Potosi, Mo.	St. L., I. M. and So. Rwy..	4.44
Mines and Hollidaysburgh, Pa.	2	8084	Hollidaysburgh, Mines, Pa.	Penn'a.....	22.35
Mojave and Needles, Cal..	8	46042	Mojave, Needles, Cal.....	South'n Pac. R. R.....	240.46
Monmouth Junction and Rocky Hill, N. J.	2	7011	Rocky Hill, Monmouth Junction, N. J.	Penn'a.....	6.76
Monroe and Gainesville, Ga.	4	15034	Monroe, Gainesville, Ga..	Gainesville, Jefferson and So. R. R.	52.27
Monson and Monson Junction (n.o.), Me.	1	23	Monson Junction (n.o.), Monson, Me.	Monson R. R.....	6.16
Montclair and Newark, N. J.	2	7027	Newark, Montclair, N. J..	Del., Lack. and W. (Newark and Bloomfield Branch).	6.59
Montgomery and Ada, Ala.	4	17027	Montgomery, Ada, Ala....	Montgomery Southern R. R.	21.01

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

17,149	4	20	July 1, 1882	126	0 6	Trains run from Salida, connecting Denver, Pueblo, and Leadville R. P. O., and Denver and Ogden R. P. O.
21,080	12	8	July 1, 1881	182	2 0	
12,296	24	8	July 1, 1881	159	.....	Pouches exchanged with Boston, Mass.
8,106	6	2	June 11, 1883	130	.....	Pouches exchanged with Hartford, Springfield, and Hartford, Boston and Hope Junction R. P. Os.
4,450	6	3	July 18, 1881	12	2 6	
10,122	6	6	July 1, 1883	62	0 6	Connects at Red Cedar Junction with Eau Claire, Wis., and Wabasha, Minn., R. P. O., and at Menominee, Wis., with Saint Paul, Minn., and Elroy, Wis., R. P. O.
21,493	12	8	July 1, 1883	85	.....	Service extended May 1, 1884, from Harrison to Meredith, Mich., increasing distance 14.97 miles; at Harrison, Mich., connects Ludington and Toledo and Manistee and East Saginaw R. P. Os.
262,043	18	20	Feb. 20, 1884	430	6 0	
2,572	6	1	Mar. 11, 1884	48	2 0	
27,518	12	4	July 1, 1881	90	.....	Pouches exchanged with Taunton, Providence, Boston, and Wellfleet R. P. O.
46,302	24	10	July 1, 1881	1,356	.....	Pouches exchanged with Fall River, Mass., Boston and Wellfleet R. P. O.
15,706	6	8	July 1, 1880	203	2 0	
27,919	24	12	July 1, 1881	32	.....	Pouches exchanged with Hartford and Millerton, Boston and New York R. P. Os.
5,123	18	4	July 1, 1881	81	.....	Pouches exchanged with Milford, Boston and Hope Junction R. P. O.
5,583	12	6	July 1, 1881	28	.....	Pouches exchanged with Boston, Boston and Albany R. P. O.
16,200	12	5	July 1, 1881	147	2 0	
18,836	6	28	July 1, 1882	640	2 0	
2,835	6	6	July 1, 1883	484	.....	*At Detroit Junction, Mich., connects Detroit and Chicago R. P. O. At Milwaukee Junction, Mich., connects Detroit and Grand Haven and Port Huron and Detroit R. P. O.
44,135	18	32	Apr. 15, 1884	1,607	1 6	Connects at Schleislingerville, Wis., with Menasha and Schleislingerville, Wis., R. P. O., and at Milwaukee, Wis., with all lines centering at that point.
12,595	12	8	July 1, 1883	324	0 6	Connects at Mendota, Minn., with Chicago, Ill., McGregor, Iowa, and at Saint Paul, Minn., R. P. O., and at Minneapolis, Minn., with lines centering at that point.
4,695	16	2	July 1, 1881	140	2 0	
5,559	12	4	July 1, 1881	67	0 4	Connects at Mineral Point with Saint Louis and Texarkana R. P. O. and Saint Louis and Columbus R. P. O.
22,345	9.54	8	July 1, 1881	113	2 0	
178,016	7	18	July 15, 1883	237	2 0	
8,463	12	4	July 1, 1881	116	2 0	
32,791	4	7	May 1, 1884	138	4 0	
7,712	12	4	Nov. 5, 1883	67	.....	Pouches exchanged with Greenville and Old Town R. P. O.
8,256	12	5	July 1, 1881	268	2 6	
13,153	4	4	Mar. 15, 1883	43	2 6	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Monticello and Drifton, Fla.	4	Brch of 16002	Monticello, Drifton, Fla...	Fla. Cent. and Western R. R.	4
Monticello and Port Jervis, N. Y.	2	6078	Port Jervis, Monticello, N. Y.	Port Jervis and Monticello.	24. 70
Montour Junction and Imperial, Pa.	2	8127	Montour Junction, Imperial, Pa.	Montour.....	10. 97
Montpelier and Barre, Vt.	1	2017	Montpelier, Barre, Vt.....	Central Vermont .....	7
Mooers and West Chazy, N. Y.	2	Part of 6026	Albany, Mooers, N. Y.....	Del. and Hud. Canal Co ...	11. 79
Morris and Brown's Valley, Minn.	6	26034	Morris, Brown's Valley, Minn.	St. Paul, Minneapolis and Manitoba.	47. 29
Morris Run and Blossburgh, Pa.	2	8136	Blossburgh, Morris Run, Pa.	Tioga, Elm. and State Line.	4. 09
Morrisdale Mines and Phillipsburgh, Pa.	2	8088	Phillipsburgh, Morrisdale Mines, Pa.	Penn'a.....	3. 70
Mount Gilead and Edison, Ohio.	5	21072	Mount Gilead, Edison, Ohio.	Mount Gilead Sort Line ..	2. 35
Mount Healthy, Cincinnati, Hamilton, and Dayton Junction.	5	21059	Mount Healthy, Cincinnati, Hamilton, Dayton Junction (n. o.), Ohio.	Cin. and Northwestern....	7. 08
Mount Pleasant and Broad Ford, Pa.	2	8141	Broad Ford, Mount Pleasant, Pa.	Balto. and Ohio .....	10. 45
Mount Union and Robertsdale, Pa.	2	8085	Mount Union, Robertsdale, Pa.	East Broad Top.....	30. 06
Mount Zion and Keosauqua, Iowa.	6	27062	Mount Zion, Keosauqua, Iowa.	Chicago, Rock Island and Pacific.	5. 07
Navasota and Montgomery, Tex.	7	31024	Navasota, Montgomery, Tex.	G., Colo. and S. F. Rwy ...	28. 17
Narenta Station (n. o.) and Metropolitan, Mich.	6	24058	Narenta Station (n. o.), Metropolitan, Mich.	Chicago and Northwestern.	35. 01
Necedah and New Lisbon, Wis.	6	25022	New Lisbon, Necedah, Wis.	Chicago, Milwaukee and St. Paul.	12. 76
Neeleyville and Doniphan, Mo.	7	28035	Neeleyville, Doniphan, Mo.	St. L., I. M. and So. Rwy..	20. 09
Nephi and Wells, Utah ...	8	41010	Salt Creek, Wales, Utah ..	San Pete Valley R. R. ....	26. 24
Nevada City and Colfax, Cal.	8	46019	Colfax, Nevada City, Cal..	Nevada Co. Narrow Gauge R. R.	23. 09
Newark and Delaware City, Del.	2	9507	Newark, Delaware City, Del.	Phila., Wil. and Balto.....	12. 75
Newburgh and Greycourt, N. Y.	2	6004	Newburgh, Greycourt, N. Y.	N. Y., L. E. and W .....	19. 06
Newburgh and State Centre, Iowa.	6	27068	Newburgh, State Centre, Iowa.	Central Iowa .....	26. 98
Newburgh Junction and Vall's Gate Junction, N. Y.	2	6074	Vall's Gate Junction, Newburgh Junction, N. Y.	N. Y., L. E. and W .....	12. 60
New Bedford and Fall River, Mass.	1	3054	New Bedford, Fall River, Mass.	Fall River.....	15
New Brunswick and East Millstone, N. J.	2	7010	East Millstone, New Brunswick, N. J.	Penn'a.....	8. 41
Newport News and Fortress Monroe, Va.	3	11010	Newport News, Fortress Monroe, Va.	Pen. Div. C. and O .....	10. 75
New Galilee, Pa., and East Carmel, Ohio.	5	21093	New Galilee, Pa., East Carmel, Ohio.	N. Y., Pitta. and Chic .....	15. 35
New Madrid and Paw Paw Junction, Mo.	7	28052	New Madrid, Paw Paw Junction (n. o.), Mo.	Tex. and St. Louis Rwy...	6. 14
New Orleans and Baton Rouge, La.	4	30014	New Orleans, Baton Rouge, La.	N. O. and Miss. Valley R. R.	89. 40
New Rochelle and Harlem River, N. Y.	2	6109	New Rochelle, Harlem River, N. Y.	N. Y., N. H. and H .....	11. 67
New Salisbury and Corydon, Ind.	5	22035	New Salisbury, Corydon, Ind.	Louis., New Alb. and Corydon.	8. 30

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches at		Pounds.	Ft. In.	
2,504	6	2	July 1, 1880	880	2 0	
18,462	6	10	July 1, 1881	217	2 0	
18,734	12	4	July 1, 1881	69	2 0	
12,148	18	12	July 1, 1881	172	.....	Pouches exchanged with Montpelier, Barre, Saint Albans, and Boston R. P. O.
7,380	6	2	July 1, 1881	1,740	2 0	Balance of route (177 miles) covered by Rouse's Point and Albany R. P. O. (See Table A.)
27,003	6	12	July 1, 1883	175	0 0	Supplied by initial and terminal offices. Connects at Morris, Minn., with Fargo, Dak., Brocktonridge, and Saint Paul, Minn., R. P. O.
5,120	12	2	July 1, 1881	50	2 0	
2,316	6	1	July 1, 1881	40	2 0	
2,042	12	4	July 1, 1880	148	.....	
3,834	12	4	July 1, 1881	84	.....	
4,541	6	2	July 1, 1881	64	2 0	
18,617	6	9	July 1, 1881	95	2 0	
6,347	12	4	July 1, 1883	144	0 6	Connects at Mount Zion, Iowa, with Des Moines and Keokuk, Iowa, R. P. O.
20,620	7	20	July 1, 1882	111	0 6	Connects Navasota with Denison and Houston, R. P. O.
21,916	6	9	July 1, 1883	29	0 6	Connects at Narenta Station with Ishpeming, Mich., and Fort Howard, Wis., R. P. O.
15,975	12	8	July 1, 1883	111	0 6	Connects at New Lisbon, Wis., with Chicago, Ill., and Minneapolis, Minn., R. P. O.
12,577	6	14	July 2, 1883	131	0 6	Connects at Neelyville with Saint Louis and Texarkana R. P. O.
16,428	6	18	June 1, 1882	320	2 0	
23,774	14	18	July 1, 1883	638	2 0	
18,963	12	6	Jan. 2, 1883	65	2 0	
41,893	21	10	July 1, 1881	292	3 0	
16,869	4	26	July 1, 1882	91	0 6	Supplied by Grinnell and State Centre, Iowa, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Newburgh, Iowa, with Mason City and Albia, Iowa, R. P. O.; at Capron, Iowa, with Marion and Council Bluffs, Iowa, R. P. O.; and at State Centre with Cedar Rapids and Council Bluffs, Iowa, R. P. O.
26,921	22	16	July 1, 1881	609	2 0	
26,170	18	6	Jul 1, 1881	124	.....	Pouches exchanged with New Bedford, Fall River Mass., Providence, R. I.
16,529	12	6	July 1, 1881	60	2 0	
13,259	12	6		34	1 0	Connects with N., N. N. and Rich. R. P. O.
5,925	6	2	Aug. 16, 1883	73	.....	Established October 16, 1883.
4,540	14	4	July 1, 1	88	0 6	Connects at Paw Paw Junction with Cairo and Texarkana R. P. O.
65,262	7	10	Not weighed	.....	0 0	
14,861	12	10	July 1, 1881	3,475	0 2	One-half round trip on Sundays.
2,722	6	2	Not weighed	.....	.....	From December 20, 1883.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
New Sharon and Newton, Iowa.	6	27091	New Sharon, Newton, Iowa.	Central Iowa .....	33.66
Neillsville and Merrillon, Wis.	6	25037	Merrillon, Neillsville, Wis.	Chicago, St. Paul, Minneapolis and Omaha.	15.51
Newfield and Atlantic City, N. J.	2	7019	Newfield, Atlantic City, N. J.	West Jersey .....	34.71
Newport and Batesville, Ark.	7	29014	Newport, Batesville, Ark.	St. L., I. M. and So. R'w'y.	29.60
Newton and Monroe, Iowa.	6	27036	Newton, Monroe, Iowa....	Chicago, Rock Island and Pacific.	17.91
Newton Junction, N. H., and Merrimac, Mass.	1	3015	Newton Junction, N. H., Merrimac, Mass.	Boston and Maine .....	4.85
Newtown and Newtown Junction, Pa.	2	8117	Newtown Junction, Newtown, Pa.	Phila., Newtown and N. Y.	27.10
Newtown Junction and Pocomoke City, Md.	2	10015	Newtown Junction, Pocomoke City, Md.	N. Y., Phila. and Norfolk..	9.75
Niles and Alliance, Ohio ..	5	21086	Niles, Alliance, Ohio .....	Alli., Niles, and Ashta ....	27.83
Niles, Mich., and South Bend, Ind.	9	24012	Niles, Mich, South Bend, Ind.	Michigan Central .....	12.43
Niles Junction and San José, Cal.	8	46029	Niles Junction, San José, Cal.	Cent'l Pac. R. R .....	18.37
Norristown and Philadelphia, Pa.	2	8005	Philadelphia, Norristown, Pa.	Phila. and Reading .....	16.47
North Bennington and Bennington, Vt.	1	2015	Rutland, Bennington, Vt..	Bennington and Rutland..	4.78
North Brookfield and East Brookfield, Mass.	1	3031	North Brookfield, East Brookfield, Mass.	Bos. and Albany .....	4.37
North Clarendon and Cherry Grove, Pa.	2	8148	North Clarendon, Cherry Grove, Pa.	Warren and Farnsworth Valley.	10.47
North Hudson and River Falls, Wis.	6	25033	North Hudson, River Falls, Wis.	Chicago, St. Paul, Minneapolis and Omaha.	11.29
North Springfield and Chadwick, Mo.	7	28053	North Springfield, Chadwick, Mo.	St. L. and S. F. Rw'y .....	34.47
North Woodstock and Plymouth, N. H.	1	1022	Plymouth, North Woodstock, N. H.	Bos., Con. and Montreal...	21.06
Nunda Junction and Olean, N. Y.	2	6059	Olean, Nunda Junction, N. Y.	Lacka. and Pitta .....	70.14
Nutt and Lake Valley, N. Mex.	7	39008	Nutt, Lake Valley, N. Mex.	A., T. and S. F. R. R .....	13.73
Ocean City and Berlin, Md	2	Part of 10009	Salisbury, Ocean City, Md.	Wicomico and Pocomoke .	7.06
O'Fallen Depot and Belleville, Ill.	6	23031	Belleville, O'Fallen Depot, Ill.	Louisville and Nashville..	7.34
Ogdensburgh and De Kalb Junction, N. Y.	2	Part of 6036	Rome, Ogdensburgh, N. Y.	Rome, Wat. and Ogdens...	19.57
Olean, N. Y., and Bradford, Pa.	2	8121	Bradford, Pa., Olean, N. Y.	Buff., N. Y. and Phila.....	23.90
Oliver Springs and Hunnicutt, Tenn.	5	19022	Oliver Springs, Hunnicutt, Tenn.	Walden's Ridge .....	18.10
Olympia and Tenino, Wash	8	43003	Olympia, Tenino, Wash...	Olympia and Chehalis Valley R. R.	16.05

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

				Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
21,071	6	20	July 2, 1883	129	0 6	Supplied by initial and terminal offices and by Mason City and Albia, Iowa, R. P. O. Connects at Newton, Iowa, with West Liberty and Coun- cil Bluffs, Iowa, R. P. O., and with Newton and Monroe, Iowa, pouch service.
19,418	12	8	July 1883	198	0 6	Connects at Merrillon, Wis., with Saint Paul, Minn., and Elroy, Wis., and with Fort Howard, Wis., and Winona, Minn., R. P. O.
21,728	6	6	Feb. 1, 1882	61	2 0	
21,667	7	80	Not weighed	.....	1 0	Connects at Newport with Saint Louis and Tex- arkana R. P. O.
22,423	12	14	July 1, 1883	96	0 6	Supplied by initial and terminal offices. Connects at Newton, Iowa, with West Liberty and Coun- cil Bluffs, Iowa, R. P. O., and with New Sharon and Newton pouch service, connects at Mon- roe, Iowa, with Des Moines and Keokuk, Iowa, R. P. O.
6,072	12	6	July 1, 1881	84	.....	Pouches exchanged with Portland and Bos. R. P. O.
22,929	12	6	July 1, 1881	178	2 0	
12,207	12	4	July 1, 1881	92	2 0	
17,421	6	2	Oct. 1, 1882	106	.....	
11,671	9	6	July 1, 1883	136	.....	At Niles, Mich., connects Benton Harbor and An- derson, Detroit and Chicago, and Detroit, Three Rivers, and Chicago R. P. O's. At South Bend, Ind., connects New York and Chicago and Port Huron and Chicago R. P. O.
26,803	14	41	Oct. 1, 1882	106	2 6	
20,880	18	12	July 1, 1881	410	3 0	
6,984	12	16	July 1, 1881	2,537	.....	Pouches exchanged with Rutland, Rutland and Hoosick Junction R. P. O.; Boston and Troy, Saint Albans and Hoosick Junction R. P. O.
10,842	6	14	July 1, 1881	174	.....	Pouches exchanged with East Brookfield, Boston and Albany R. P. O.
6,554	6	2	Mar. 15, 1883	78	2 0	
14,136	12	6	July 1, 1883	183	0 6	Connects at Hudson, Wis., with Saint Paul, Minn., and Elroy, Wis., and with Cable and Hudson, Wis., R. P. O.
26,231	7	20	Apr. 16, 1884	237	0 6	Connects at North Springfield with Saint Louis and Halstead R. P. O., and at Springfield with Kansas City and Memphis R. P. O.
12,188	6	4	July 2, 1883	115	.....	Supplied by closed pouches from Lancaster and Boston R. P. O.
87,815	12	10	Feb 23, 1882	128	2 0	
16,850	7	14	Not weighed	.....	0 6	Connects at Natt with Ravicon and Deming R. R.
4,419	6	2	July 1, 1881	146	2 0	Balance of route (23.62 miles) covered by Berlin and Salisbury R. P. O. See Table A.
4,584	6	4	Aug. 1, 1883	41	0 6	Connects at O'Fallen Depot, Ill., with Cincinnati, Ohio, and Saint Louis, Mo., R. P. O., and at Belle- ville, Ill., with Evansville, Ind., and Saint Louis, Mo., and Saint Louis, Mo., Eldorado, Ill., R. P. O.
42,014	21	26	July 1, 1881	1,961	2 0	Balance of route (122.42 miles) covered by Nor- wood and Rome R. P. O. (See Table A.)
20,923	12	10	July 1, 1881	223	2 0	
11,290	6	2	Oct. 1, 1882	31	.....	
16,067	6	4	July 1, 1882	254	2 0	



TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Onalaska and La Crosse, Wis.	6	25013	Onalaska, La Crosse, Wis.	Chicago and North Western.	8.11
Orange C. H. and Gordonsville, Va.	3	11025	Orange C. H., Gordonsville, Va.	Va. Midland .....	9.79
Oronogo and Joplin, Mo.	7	Part of 28054 <sup>1</sup>	Oronogo, Mo., Galena, Kans.	St. L. and S. F. Rwy .....	11.00
Oroville and Marysville, Cal.	8	48009	Marysville, Oroville, Cal.	Cal. Northern R. R. ....	27.50
Osceola Mills and Ramey, Pa.	2	8099	Osceola Mills, Ramey, Pa.	Penna. ....	8.88
Ossawatimie and Ottawa, Kans.	7	38033	Ossawatimie, Ottawa, Kans.	Mo. Pac. Rwy. ....	21.40
Ottawa and Emporia, Kans.	7	33041	Ottawa, Emporia, Kans.	Southern Kansas Rwy. ....	57.28
Ottumwa, Iowa, and Glenwood Junction, Mo.	7	Part of 28007	Ottumwa, Iowa, Moberly, Mo.	W., St. L. and Pac. Rwy. ...	49.16
Oxford and Peter's Creek, Pa.	2	8094	Oxford, Peter's Creek, Pa.	Peach Bottom .....	20.00
Ozan and Hope, Ark. ....	7	29009	Ozan, Hope, Ark. ....	Ark. and La. Rwy. ....	16.34
Pacific Junction, Iowa, and Oreopolis Junction, Nebr.	6	27073 34002	Pacific Junction, Iowa, Plattsmouth, Nebr. Plattsmouth, Kearney, Nebr.	Chicago, Burlington and Quincy. Burlington and Mo. River, in Nebraska.	6.89 4.61
Palatka and Gainesville, Fla.	4	16012	Palatka, Gainesville, Fla.	Fla. Southern Rwy. ....	49.49
Palisades and Eureka, Nev.	8	45002	Palisades, Eureka, Nev.	Palisades and Eureka R. R.	90.85
Palouse Junction and Colfax, Wash.	8	43006	Palouse Junction, Colfax, Wash.	Columbia and Palouse R. R.	89.18
Paterson and Newark, N. J.	2	7030	Newark, Paterson, N. J.	N. Y., L. E. and W. ....	13.24
Paulding and Greenville, Ohio.	5	21075	Paulding, Greenville, Ohio.	Cin., Van Wert and Mich.	75.03
Pelican Rapids and Fergus Falls, Minn.	6	26043	Fergus Falls, Pelican Rapids, Minn.	St. Paul, Minneapolis and Manitoba.	22.76
Pennsborough and Ritchie C. H., W. Va.	3	12005	Pennsborough, Ritchie C. H., W. Va.	Pennsborough and Harrisville.	9.00
Pensacola and Millview, Fla.	4	16005	Pensacola, Millview, Fla.	Pensacola and Perdido R. R.	8.33

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
22,026	26	16	July 1, 1883	Pounds. 309	Ft. In. 0 6	Connects at Onalaska, Wis., with Chicago, Ill., and Winona, Minn., R. P. O., and at La Crosse, Wis., with La Crosse, Wis., and Dubuque, Iowa; La Crosse, Wis., and Woonsocket, Dak.; La Crosse, Wis., and Mankato, Minn., and Chicago, Ill., and Minneapolis, Minn., R. P. O's.
12,257	12	5	Jan. 16, 1882	458	0 6	Connects with Washington and Charlotte R. P. O.
14,916	13	8	July 1, 1883	190	0 6	<sup>1</sup> Balance of route covered by Girard and Galena R. P. O. (See Table A <sup>2</sup> .) Connects at Carl Junction with Saint Louis and Halstead R. P. O., and at Joplin with Kansas City, Pleasant Hill, and Joplin R. P. O., Fort Scott and Joplin R. P. O., and Girard and Galena R. P. O.
20,132	7	14	July 1, 1882	213	2 0	
11,117	12	3	July 1, 1	135	2 0	
15,665	7	18	July 1, 1882	228	0 6	Connects at Ossawatimie with Holden and Le Roy R. P. O.; at Ottawa with Lawrence and Burlington R. P. O.; Kansas City and Harper R. P. O., and Ottawa and Emporia R. R.
35,858	6	50	Not weighed.		1 0	Connects at Ottawa with Lawrence and Burlington R. P. O., Kansas City and Harper R. P. O., and Ossawatimie and Ottawa R. R.; connects at Emporia with Kansas City and Albuquerque R. P. O., Emporia and Howard R. P. O., Kansas City and Pueblo R. P. O., and Junction City and Parsons R. P. O.
35,985	7	10	July 1, 1883	1,395	1 0	<sup>2</sup> Balance of route 28007 covered by Albia and Moberly R. P. O. (See Table A <sup>2</sup> .) Connects at Ottumwa with Keokuk and Des Moines and Burlington and Council Bluffs R. P. O.; at Belknap, Iowa, with Davenport and Cameron R. P. O.; at Bloomfield, Iowa, with Burlington and LaClede R. P. O., and at Glenwood Junction, Mo., with Albia and Moberly R. P. O., and Keokuk and Centreville R. P. O.
12,520	6	10	July 1, 1881	84	2 0	
20,458	12	14	July 1, 1883	166	0 6	Connects at Hope with Saint Louis and Texarkana R. P. O.
20,713	26	52	Apr. 1, 1884	4,765	6 0	Connects at Pacific Junction, Iowa, with Burlington and Council Bluffs, Iowa, and Council Bluffs, Iowa, and Kansas City, Mo., R. P. O's; connects at Oreopolis Junction, Nebr., with Omaha and McCook, Nebr., R. P. O.
12,520	26	52	July 1, 1882	2,012	6 0	
30,980	6	16	Dec. 1, 1881	158	4 0	
56,872	6	10	July 1, 1882	500	2 0	
55,826	6	8	Not weighed.		2 0	
20,720	15	6	July 1, 1881	207	2 0	
31,726	6	2	Jan. 20, 1884	130	.....	Formerly Paulding and Shane's Crossing; extended January 20, 1884, to Greenville; increased distance, 43.55 miles.
14,247	6	12	July 1, 1883	101	0 6	Connects at Fergus Falls, Minn., with Saint Vincent and Saint Paul, Minn., R. P. O., Wadena and Fergus Falls, Minn., R. P. O., and with Fergus Falls, Minn., and Milnor, Dak., pouch service.
5,634	6	2	July 1, 1881	790	0 6	Connects with Grafton and Cincinnati R. P. O.
5,214	6	2	July 1, 1880	29	2 0	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Perry and East Gainesville, N. Y.	2	6070	East Gainesville, Perry, N. Y.	Silver Lake .....	6.83
Peters and Oakdale, Cal...	8	46035	Peters, Oakdale, Cal .....	Stockton and Copperopolis R. R.	19.18
Petersburgh and City Point, Va.	3	11010	Petersburgh, City Point, Va.	Br. Norfolk and Western..	10.46
Philadelphia and Darby, Pa.	2	8006	Philadelphia, Darby, Pa...	Phila. and Darby.....	7.05
Phoenixville and Uwchland, Pa.	2	8066	Phoenixville, Uwchland, Pa.	Phila. and Reading.....	11.83
Phoenixville and West Chester, Pa.	2	8048	West Chester, Phoenixville, Pa.	Penna .....	18.42
Piedmont and Elk Garden, W. Va.	3	12007	Piedmont, Elk Garden, W. Va.	W. Va., Cent. and Pittsburgh.	14.50
Pine Bush and Middletown, N. Y.	2	6092	Middletown, Pine Bush, N. Y.	N. Y., L. E. and W., Middletown and Crawford Branch.	14.18
Pinkneyville and Murphysborough, Ill.	6	23085	Murphysborough, Pinkneyville, Ill.	Staint Louis Coal .....	23.21
Pittsburgh and Castle Shannon, Pa.	2	8095	Pittsburgh, Castle Shannon, Pa.	Pitts. and Castle Shannon.	6.02
Pittsburgh and Library, Pa.	2	8115	Pittsburgh, Library, Pa...	Balto. and Ohio (N. G. Division).	14.24
Plainview and Chatfield, Minn.	6	28018	Chatfield, Plainview, Minn	Winona and St. Peter .....	28.73
Plattsburgh and Au Sable Forks, N. Y.	2	6029	Plattsburgh, Au Sable Forks, N. Y.	Del. and Hudson Canal Co.	23.52
Plattsburgh and Rogersfield, N. Y.	2	6105	Plattsburgh, Rogersfield, N. Y.	Chateaugay.....	24.67
Pleasant Hill, Mo., and Olathe, Kans.	7	28016	Pleasant Hill, Mo., Olathe, Kans.	Southern Kana. Rw'y .....	24.95
Pleasantville and Somers Point, N. J.	2	7020	Pleasantville, Somers Point, N. J.	West Jersey .....	7.31
Poland and Herkimer, N. Y.	2	6119	Herkimer, Poland, N. Y ..	Her., Newport and Poland	17.00
Pomeroy and Landenburgh, Pa.	2	8131	Landenburgh, Pomeroy, Pa	Pennsylvania.....	18.64
Poncho Springs and Maysville, Colo.	7	38009	Poncho Springs, Maysville, Colo.	Denver and Rio Grande Rwy.	7.28
Port Huron and Almont, Mich.	9	24060	Port Huron, Almont, Mich	Port Huron and Northwestern.	34.52
Portland and Everest, Dak.	6	35013	Ripon, Portland, Dak.....	Saint Paul, Minneapolis and Manitoba.	37.71
		35003	Breckenridge, Minn., Hope, Dak.	Saint Paul, Minneapolis and Manitoba.	210.43
Portland and Nazareth, Pa.	2	8128	Portland, Nazareth, Pa...	Bangor and Portland .....	25.61
Port Monmouth and Red Bank, N. J.	2	Part of 7049	Eastontown, Port Monmouth, N. J.	Phila. and Reading (N. J. So. Division).	26.58
Prairie du Sac and Mazo Manie, Wis.	6	25039	Mazo Manie, Prairie du Sac, Wis.	Chicago, Milwaukee and Saint Paul.	10.45
Pratt's Junction and Loring, Mass.	1	3047	Loring, Pratt's Junction, Mass.	Old Colony.....	4.83
Princeton and Princeton Junction, N. J.	2	7053	Princeton Junction, Princeton, N. J.	Pennsylvania.....	3.37
Prospect (n. o.) and Louisville, Ky.	5	20023	Prospect (n. o.), Louisville, Ky.	Louis. and Nash .....	11.00

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
8,551	12	6	July 1, 1881	177	2 0	
11,975	6	8	July 1, 1882	110	2 0	
6,547	6	1	July 1, 1881	34	0 6	Connects with Richmond and Wilmington and Norfolk and Lynchburgh R. P. O's.
8,826	12	2	July 1, 1881	42	2 0	
7,405	6	8	July 1, 1881	88	2 0	
46,123	24	10	May 1, 1884	118	4 0	
6,260	6	6	Oct. 20, 1881	31	1 0	Connects with Cumberland and Piedmont R. P. O.
8,876	6	5	July 1, 1881	82	2 0	
14,529	6	18	July 1, 1883	66	0 6	Supplied by initial and terminal offices and by Saint Louis, Mo., and El Dorado, Ill., R. P. O.; connects at Murphysborough, Ill., with Saint Louis, Mo., and Cairo, Ill., R. P. O., and with Carbondale and Grand Tower, Ill., pouch service.
8,768	6	4	July 1, 1881	36	2 0	
8,914	6	2	July 1, 1881	155	2 0	
53,954	18	22	July 1, 1883	153	0 6	Supplied by Eyola, Minn., and by Winona and Tracy, Minn., R. P. O.
14,723	6	8	July 1, 1881	123	2 0	
43,406	12	8	July 1, 1881	93	2 0	
21,879	6	35	July 1, 1883	107	0 6	Connects at Pleasant Hill with Saint Louis and Atchison R. P. O., Kansas City, Pleasant Hill, and Joplin R. P. O., and at Olathe with Kansas City and Memphis R. P. O. and Kansas City and Harper R. P. O.
4,576	6	3	June 13, 1883	79	2 0	
21,284	12	6	July 17, 1882	192	2 0	
11,668	6	5	July 1, 1881	48	2 0	
4,559	6	12	Nov. 1, 1881	214	0 6	Trains run from Salida, connecting Denver, Pueblo, and Leadville R. P. O., and Denver and Ogden R. P. O.
43,219	12	18	July 1, 1883	213	.....	<sup>1</sup> At Port Huron connects East Saginaw and Port Huron; Port Austin and Port Huron; Port Huron and Detroit, and Port Huron and Chicago R. P. O.
11,803	8	16	Dec. 1, 1882	72	0 6	Supplied by Everest and Portland, Dak. Connects at Everest, Dak., with Mayville, Dak. and Breckenridge, Minn., R. P. O.
8,264	8	20	Apr. 1, 1884	476	0 6	<sup>2</sup> Everest to Ripon.
32,013	12	14	July 1, 1881	62	2 0	
4,119	6	5	July 1, 1881	176	2 0	<sup>3</sup> Balance of route (3.22 miles) covered by Red Bank and Bridgeton R. P. O. (See Table A.)
12,083	12	12	July 1, 1883	163	0 6	Connects at Mazo Manie, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O.
6,047	12	16	July 1, 1881	299	.....	Pouches exchanged with Worcester, Fitchburgh, Nashua, and Worcester, and Boston and New York R. P. O's.
12,657	36	8	July 1, 1881	265	2 0	
6,886	6	2	July 1, 1880	74	.....	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Providence and Bristol, R. I.	1	4004	Providence, Bristol, R. I..	Providence, Warren and Bristol	14.39
Rahway and Perth Amboy, N. J.	2	7038	Rahway, Perth Amboy, N. J.	Pennsylvania.....	7.34
Ramal (n. o.) and Eagle Pass, Tex.	7	81043	Ramal, Eagle Pass, Tex..	G. H. and S. A. Rwy.....	33.47
Rhineland and Monico, Wis.	6	25045	Monico, Rhineland, Wis.	Milwaukee, Lake Shore and Western.	14.76
Richland Centre and Lone Rock, Wis.	6	25029	Lone Rock, Richland Centre, Wis.	Chicago, Milwaukee and St. Paul.	16.39
Richmond and Livingston, Ky.	5	20018	Richmond, Livingston, Ky.	Ky. Cent .....	36.62
Ridgefield and Branchville, Conn.	1	5023	Branchville, Ridgefield,	Danbury and Norwalk ...	4.59
Rincon and Deming, N. Mex.	7	Part of 38006	La Junta, Colo., Deming, N. Mex.	A., T. & S. F. R. R.....	153.41
Ripon and Berlin, Wis....	6	25003	Milwaukee, Berlin, Wis..	Chicago, Milwaukee and St. Paul.	12.08
Riverside and Brinkley, Ark.	7	29006	Riverside, Brinkley, Ark..	Batesville and Brinkley R. R.	34.53
Rockford and Rochelle, Ill.	6	23057	Rochelle, Rockford, Ill....	Chicago and Iowa .....	27.76
Rock Island and Cable, Ill.	6	23059	Rock Island, Cable, Ill....	Rock Island and Mercer Co.	27.23
Rockport, Salem, Mass....	1	3003	Salem, Rockport, Mass....	Eastern.....	19.69
Rockport Junction, Rockport, Ind.	5	22034	Rockport Junction (n. o.), Rockport, Ind.	Louis., Evans. & St. Louis	16.20
Rocky Mount and Tarborough, N. C.	3	13015	Rocky Mount, Tarborough, N. C.	Wilmington & Weldon ...	17.80
Rome and Clinton, N. Y....	2	6051	Clinton, Rome, N. Y.....	Del., Lac. and Western ...	13.19
Roswell and Chamblee, Ga.	4	15035	Roswell Junction (n. o.) to Roswell, Ga.	Roswell R. R.....	11.00
Sabula and Clinton, Iowa..	6	27012	Clinton, Iowa, La Crosse, Wis.	Chicago, Milwaukee and St. Paul.	16.27
Saint Augustine and Tocoi, Fla.	4	16004	Saint Augustine to Tocoi, Fla.	St. John's R. R.....	15.69
Saint Clair and Lenox, Mich. <sup>1</sup>	9	24037	Saint Clair, Lenox, Mich..	Michigan Central.....	18.03
Saint Clairsville, Shields, Ohio.	5	21056	Saint Clairsville, Quincy Junction, Ohio (n. o.).	St. Clairsville R'y.....	7.89
Saint Hilaire and Crookston, Minn.	6	26050	Crookston, Saint Hilaire, Minn.	St. Paul, Minneapolis and Manitoba.	28.73
Saint Ignace and Marquette, Mich. <sup>2</sup>	9	24051	Saint Ignace, Marquette, Mich.	Detroit, Mackinac & Marquette.	151.37

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
27,024	18	12	July 1, 1881	520	.....	Pouches exchanged with Providence.
9,189	12	7	July 1, 1881	79	2 0	
24,500	7	4	Feb. 12, 1883	102	0 6	Connects at Ramal with Houston and Del Rio R. P. O.
9,239	6	2	Feb. 5, 1884	24	0 6	Connects at Monico, Wis., with Watersmeet, Mich., and Summit Lake, Wis., pouch service.
20,520	12	16	July 1, 1883	283	0 6	Connects at Lone Rock, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O.
.....	6	2	Not weighed.	.....	.....	Not yet in operation. Established January 1, 1884.
8,620	18	6	July 1, 1881	68	.....	Pouches exchanged with Danbury and South Norwalk.
39,096	7	30	July 1, 1882	3,854	1 6	<sup>1</sup> Connects at Rincon with Albuquerque and El Paso R. P. O.; at Nutt with Nutt and Lake Valley Railroad; and at Deming with Deming and Los Angeles R. P. O., Silver City and Deming Railroad, and El Paso and Deming Railroad.
16,376	12	20	July 1, 1883	1,425	0 6	Connect at Rush Lake, Wis., with Winneconne and Rush Lake pouch service, and at Ripon, Wis., with Oshkosh and Milwaukee, Wis., and Sheboygan and Princeton Wis., R. P. O's.
21,616	6	8	July 1, 1882	62	0 6	Connects at Brinkley with Memphis and Little Rock R. P. O., and Cairo and Texarkana R. P. O.
24,755	12	22	July 1, 1883	204	0 6	Supplied by initial and terminal offices, and by Forreston and Aurora, Ill., R. P. O. Connects at Rockford, Ill., with Chicago, Ill., and Dubuque, Iowa, and with Kenosha, Wis., and Rockford, Ill., R. P. O's. Connects at Davis Junction, Ill., with Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O. Connects at Rochelle, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
17,077	6	14	July 1, 1883	149	0 6	Supplied by initial and terminal offices. Connects at Rock Island, Ill., with Chicago, Ill., and West Liberty, Iowa; Racine, Wis., and Rock Island, Ill.; Sterling and Rock Island, Ill.; Rock Island and Peoria, Ill., and Rock Island, Ill., and Saint Louis, Mo., R. P. O's.
24,651	12	8	July 1, 1881	491	.....	Pouches exchanged with Boston, Salem, Bangor and Boston R. P. O.
30,423	18	6	July 1, 1880	58	.....	
24,136	13	4	Oct. 9, 1882	104	0 6	Connects with Richmond and Wilmington R. P. O.
16,513	12	10	July 1, 1881	120	2 0	
6,886	6	6	Sept. 1, 1881	66	2 0	
30,555	18	14	July 1, 1883	2,442	0 6	Connects at Sabula, Iowa, with Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O., and at Clinton, Iowa, with Clinton and Anamosa, Iowa, and with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O's.
19,643	12	4	July 1, 1880	297	2 0	
22,573	12	6	July 1, 1883	455	.....	<sup>1</sup> At Lenox, Mich., connects Port Huron and Detroit R. P. O.
4,611	12	4	July 1, 1880	170	.....	
8,992	3	4	Sept. 15, 1883	29	0 6	Supplied from Crookston, Minn. Connects at Crookston, Minn., with Saint Vincent and Saint Paul, Minn., and with Crookston, Minn., and Devil's Lake, Dak., R. P. O's.
94,757	6	20	July 1, 1883	184	.....	<sup>2</sup> At Saint Ignace, Mich., connects Mackinaw City and Bay City, and Mackinaw City and Grand Rapids, R. P. O's. At Marquette, Mich., connects Marquette and L'Anse R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Saint Louis and Florissant, Mo.	7	28031	Saint Louis, Florissant, Mo.	West End N. G. R. R.....	16.31
Saint Mary's, Minster, Ohio.	5	21082	Saint Mary's, Minster, Ohio.	L. Erie & Western.....	10.87
Salisbury and Glasgow, Mo.	7	28025	Salisbury, Glasgow, Mo...	W., St. L. and Pac. Rwy..	15.61
Salt Lake and Stockton, Utah.	8	41005	Salt Lake City, Stockton, Utah.	Utah and Nevada R. R....	40.50
San Anselmo and San Quentin, Cal.	8	46025	San Anselmo, San Quentin, Cal.	North Pacific Coast R. R..	6.25
Sand Beach and Palm Station, Mich. <sup>1</sup>	9	Part of 24042	Sand Beach, Palm Station, Mich.	Port Huron and North-Western.	19.03
Sandersville and Tennile, Ga.	4	15027	Sandersville, Tennile, Ga.	Sandersville and Tennile R. R.	3.50
Sandy and Bingham Canyon, Utah.	8	41004	Sandy, Bingham Canyon, Utah.	Wasatch and Jordan Valley R. R.	17.42
Sanford and Lake Jessup, Fla.	4	16010	Sanford, Lake Jessup, Fla.	Sanford and Indian River R. R.	10.43
San Luis Obispo and Los Alamos, Cal.	8	46040	San Luis Obispo, Los Alamos, Cal.	Pacific Coast R'y Co.....	54.30
San Luis Obispo and Port Harford, Cal.	8	46041	San Luis Obispo, Port Harford, Cal.	Pacific Coast R'y Co.....	11.80
Santa Cruz and Pajaro, Cal.	8	46021	Santa Cruz, Pajaro, Cal...	Santa Cruz R. R. ....	22.20
Santa Fé and Lamy, N. M.	7	39001	Santa Fé, Lamy, N. M....	A., T. and S. F. R. R.....	18.70
Sardinia Junction and Springville, N. Y.	2	6104	Springville, Sardinia Junction, N. Y.	Springville and Sardinia..	11.59
Saxonville, Natick, Mass..	1	3032	Natick, Saxonville.....	Boston and Albany .....	3.87
Saybrook Junction (n. o.), Saybrook Point, Conn.	1	5015	Hartford, Saybrook Point.	Hartford, Connecticut Valley.	1.88
Schenectady and Quaker Street, N. Y.	2	6030	Quaker Street, Schenectady, N. Y.	Del. and Hud. Canal Co...	15.47
Schoharie and Middleburgh, N. Y.	2	6055	Schoharie, Middleburgh, N. Y.	Schoharie and Middleburgh.	5.50
Schoharie Junction and Schoharie, N. Y.	2	6056	Schoharie Junction, Schoharie, N. Y.	Schoharie Valley .....	4.38
Schuylerville and Saratoga Springs, N. Y.	2	6077	Saratoga Springs, Schuylerville, N. Y.	Bos., H. T. and W.....	18.55
Schuylerville Junction and Mechanicsville, N. Y.	2	6121	Mechanicsville, Schuylerville Junction, N. Y.	Bos., H. T. and W.....	12.98
Scranton and Wilkes Barre, Pa.	2	8079	Wilkes Barre, Scranton, Pa.	Cent. R. R. of N. J .....	19.85
Sea Isle Junction and Sea Isle City, N. J.	2	7060	Sea Isle Junction, Sea Isle City, N. J.	West Jersey.....	4.97
Seattle and Newcastle, Wash.	8	43002	Seattle, Newcastle, Wash.	Seattle and Walla Walla R. R.	20.28
<sup>2</sup> Sebewaing and East Saginaw, Mich.	9	24054	Sebewaing, East Saginaw, Mich.	Saginaw, Tuscola and Huron.	38.23
Sedalia and Warsaw, Mo..	7	28042	Sedalia, Warsaw, Mo.....	Mo. Pac. Rwy.....	43.18
Seligman, Mo., and Eureka Springs, Ark.	7	29013	Seligman, Mo., Eureka Springs, Ark.	Eureka Springs R. R.....	19.26
Selma and Martins, Ala...	4	17022	Selma, Martins, Ala.....	Selma and New Orleans R. R.	20.55
Shaw and Fairfax, W. Va.	3	12009	Shaw, Fairfax, W. Va....	W. Va., Cent. and Pittsburgh.	85.75
Sheffield and Sheffield Junction, Pa.	2	8105	Sheffield, Sheffield Junction, Pa.	Tionesta Valley .....	12.24
Shenandoah and Mahanoy Plane, Pa.	2	8119	Shenandoah, Mahanoy Plane, Pa.	Phila. and Reading .....	6.90
Shumway and Altamont, Ill.	6	23066	Chicago, Altamont, Ill....	Wabash, St. Louis and Pacific.	10.53



parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of serv- ice.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
22,421	12	8	July 1, 1883	Pounds. 66	Ft. In. 0 6	Makes all Saint Louis connections through Saint Louis post office.
6,804	6	2	July 1, 1880	74	.....	
21,198	13	10	July 1, 1883	35	0 4	Connects at Salisbury with Saint Louis, Moberly and Kansas City R. P. O., and at Glasgow with Saint Louis, Louisiana, and Kansas City R. P. O.
25,853	6	10	July 1, 1882	88	2 0	
9,150	14	12	Not weighed.		2 0	
23,825	12	8	Apr. 4, 1883	646	.....	<sup>1</sup> At Palm Station, connects Port Austin and Port Huron R. P. O. <sup>2</sup> Balance of route (52.42 miles) covered by Port Austin and Port Huron R. P. O.
2,191	6	1	July 1, 1884	167	2 0	
12,753	7	4	July 1, 1882	56	2 0	
6,529	6	4	Mar. 1, 1883	42	2 0	
33,991	6	16	Jan. 15, 1883	235	2 0	
7,386	6	4	Feb. 15, 1883	22	2 0	
16,250	7	12	Apr. 1, 1881	87	2 0	
41,065	21	8	July 1, 1882	746	1 0	Connects at Lamy with Kansas City and Albuquerque R. P. O.
14,510	12	4	July 1, 1881	145	2 0	
4,845	12	4	July 1, 1881	71	.....	Pouches exchanged with Natick, Mass.
4,582	24	12	July 1, 1881	575	.....	Pouches exchanged with Hartford and Saybrook, New London and New Haven R. P. O's.
19,363	12	4	July 1, 1881	68	2 0	
6,886	12	2	July 1, 1881	163	2 0	
5,483	12	2	July 1, 1881	284	2 0	
8,482	6	4	Mar. 28, 1882	131	2 0	
8,125	6	3	Aug. 1, 1882	141	2 0	
12,426	6	5	July 1, 1881	59	2 0	
3,111	6	2	Not weighed.		2 0	
12,695	6	8	July 1, 1882	43	2 0	
23,931	6	16	July 1, 1883	152	.....	<sup>3</sup> At East Saginaw, Mich., connects Bay City, Wayne and Detroit, East Saginaw and Lake View, East Saginaw and Port Huron, and Ludington and Toledo R. P. O's.
27,031	6	22	July 1, 1883	143	0 6	Connects at Sedalia with Saint Louis and Atchison R. P. O., Hannibal and Denison R. P. O., and Sedalia and Kansas City R. P. O.
24,118	12	14	Feb. 15, 1884	387	0 6	Connects at Seligman with Pierce City and Fort Smith R. P. O.
12,864	6	6	July 1, 1880	32	2 0	
23,379	6	4	Aug. 1, 1883	21	0 6	
7,662	6	4	Feb. 12, 1883	73	2 0	
8,633	12	4	July 1, 1881	125	2 0	
6,591	6	4	July 1, 1883	334	0 6	Connects at Shumway, Ill., with Bement and Effingham, Ill., R. P. O., and at Altamont, Ill., with Beardstown and Shawneetown, Ill., and with Pittsburgh, Pa., and Saint Louis, Mo., R. P. O's.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Silver City and Deming, N. Mex.	7	39006	Silver City, Deming, N. Mex.	S. C. D. and P. Rwy'.....	47. 70
Silver City and Ironton, Utah.	8	41012	Ironton, Silver City, Utah.	Salt Lake and Western R. R.	4. 20
Sioux Falls and Salem, Dak.	6	26020	Worthington, Minn., Salem, Dak.	Chicago, St. Paul, Minneapolis and Omaha.	89. 65
Skaneateles Junction and Skaneateles, N. Y.	2	6060	Skaneateles Junction, Skaneateles, N. Y.	Skaneateles.....	5. 16
Sleepy Eye and Redwood Falls, Minn.	6	26016	Sleepy Eye, Redwood Falls, Minn.	Chicago and North Western.	26. 63
Sligo and Lawsonham, Pa.	2	8093	Lawsonham, Sligo, Pa....	Allegheny Val .....	10. 39
Smithfield and Goldsborough, N. C.	3	13005	Smithfield, Goldsborough, N. C.	Atlantic and North Carolina.	22. 65
Snow Shoe and Bellefonte, Pa.	2	8083	Bellefonte, Snow Shoe, Pa.	Penna .....	22. 25
South Acton Depot (n. o.), Hudson, Mass.	1	3023	South Acton Depot (n. o.), Hudson, Mass.	Fitchburgh .....	9. 18
South Abington, Bridgewater, Mass.	1	3040	South Abington, Bridgewater, Mass.	Old Colony .....	8. 13
South Braintree, Fall River, Mass.	1	3044	South Braintree, Fall River, Mass.	Old Colony .....	34. 43
South Braintree, Plymouth, Mass.	1	3046	South Braintree, Plymouth, Mass.	Old Colony .....	26. 62
South Framingham, Milford, Mass.	1	3028	South Framingham, Milford, Mass.	Boston and Albany .....	12. 31
Somerset Junction and Indianola, Iowa.	6	27015	Des Moines, Indianola, Iowa.	Chicago, Rock Island and Pacific.	6. 73
Somerville and Flemington, N. J.	2	7002	Somerville, Flemington, N. J.	Cent. R. R. of N. J. ....	16. 06
Somerville and Moscow, Tenn.	5	19019	Somerville, Moscow, Tenn.	Mem. and Charleston .....	13. 67
Southbridge, Mass., and East Thompson, Conn.	1	3052	East Thompson, Conn., Southbridge, Mass.	New York and New England.	18. 06
Sparkill and Tallman, N. Y.	2	6002	Tallman, Piedmont, N. Y.	N. Y., L. E. and W. ....	14. 15
Spring City and Jewett, Tenn.	5	19021	Spring City, Jewett, Tenn.	Tenn. and Sequatchie Valley.	12. 00
Springfield and Xenia, Ohio.	5	21027	Springfield, Xenia, Ohio..	Pitt., Cin. and St. Louis ...	20. 05
Stanwood and Tipton, Iowa.	6	27013	Stanwood, Tipton, Iowa ..	Chicago and North Western.	8. 97
Stapleton and Tottenville, N. Y.	2	6068	Stapleton, Tottenville, N. Y.	Staten Island .....	13. 00
State Line and Van Deusen, Mass.	1	3071	Van Deusen, State Line, Mass.	Housatonic .....	11. 02
Steubenville, Ohio, and Wheeling, W. Va.	3	12005	Steubenville, Ohio, Wheeling, W. Va.	Pitts., Wheel. and Ky. Div. P. C. and St. L.	26. 13
Stewart Junction and Babylon, N. Y.	2	6112	Stewart Junction, Babylon, N. Y.	Long Island .....	20. 50
Stewartsville and New Harmony, Ind.	5	22041	Stewartsville, New Harmony, Ind.	Peo., Dec. and Evans.....	6. 78
Stillwater and Hastings, Minn.	6	26045	Hastings, Stillwater, Minn.	Chicago, Milwaukee and St. Paul.	26. 12
Stillwater and Minneapolis, Minn.	6	26008	Minneapolis, Stillwater, Minn.	St. Paul and Duluth .....	28. 01

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
34,916	7	8	July 2, 1883	311	0 6	Connects at Deming with Deming and Los Angeles R. P. O., Rincon and Deming R. R., and El Paso and Deming R. R.
2,629	6	4	.....	( <sup>1</sup> )	2 0	<sup>1</sup> Not weighed.
24,820	6	10	July 1, 1883	294	0 6	Supplied by initial and terminal offices. Connects at Sioux Falls, Dak., with Saint Paul, Minn., and Sioux Falls, Dak., and with Sioux Falls, Dak., and Sioux City, Iowa, R. P. O's, and at Salem, Dak., with Iroquois, Dak., and Harwarden, Iowa, pouch service.
11,341	21	2	July 1, 1881	200	2 0	
33,340	12	8	July 1, 1883	167	0 6	Connects at Sleepy Eye, Minn., with Winona and Tracy, Minn., R. P. O.
6,504	6	2	July 1, 1881	40	2 0	
14,179	6	2	July 1, 1880	393	0 6	Connects with Goldsborough and M. City R. P. O.
27,857	12	2	July 1, 1881	62	2 0	
17,240	18	10	July 1, 1881	168	.....	Pouches exchanged with Boston, Boston and Troy, Essex Junction and Boston R. P. O's.
5,089	6	2	July 1, 1881	53	.....	Pouches exchanged with Boston, Boston and Wellfleet R. P. O.
86,212	24	16	July 1, 1881	603	.....	Pouches exchanged with Boston, Taunton, Fall River, Mass.
49,992	18	6	July 1, 1881	534	.....	Pouches exchanged with Boston.
23,118	18	18	July 1, 1881	191	.....	Pouches exchanged with Boston, Worcester, Boston and Albany, and Boston, Springfield, and New York R. P. O's.
16,851	24	16	July 1, 1883	533	0 6	Connects at Indianola, Iowa, with Chariton and Indianola, Iowa, R. P. O., and at Somerset Junction with Des Moines and Winterset, Iowa, R. P. O.
30,160	18	8	July 1, 1881	196	2 0	
8,557	6	2	July 1, 1880	91	.....	
22,611	12	8	July 1, 1881	137	.....	Pouches exchanged with Boston and Hopewell Junction R. P. O.
8,857	6	4	July 1, 1881	56	2 0	
7,512	6	2	July 1, 1882	46	.....	
25,102	12	4	July 1, 1880	183	.....	
11,230	12	8	July 1, 1883	165	0 6	Connects at Stanwood, Iowa, with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
16,276	12	10	July 1, 1881	206	2 0	
6,898	6	6	July 1, 1881	476	.....	Pouches exchanged with Boston and Albany, Pittsfield and Bridgeport R. P. O's.
49,072	18	15	Mar. 19, 1884	746	1 0	
12,833	6	3	July 1, 1881	95	2 0	
8,488	12	4	Dec. 22, 1881	115	.....	
38,289	14	86	July 1, 1883	219	0 6	Connects at Hastings, Minn., with Chicago, Ill., and Minneapolis, Minn., and Hastings and Cologne, Minn., R. P. O's. Connects at Stillwater, Minn., with Stillwater and Stillwater Junction, and Stillwater and Minneapolis closed-pouch service.
36,068	12	8	July 1, 1883	120	0 6	Connects at White Bear Lake, Minn., with Duluth and Saint Paul, Minn., R. P. O.; and at Minneapolis, Minn., with Minneapolis, Minn., and Millbank, Dak.; Minneapolis and Birch Cooley, Minn., and Chicago, Ill., and Minneapolis, Minn., R. P. O's.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Stillwater and Stillwater Junction, Minn.	6	26027	Stillwater Junction (n. o.), Stillwater, Minn.	Chicago, St. Paul, Minneapolis and Omaha.	2.90
Suffield and Windsor Locks, Conn.	1	5025	Windsor Locks, Suffield, Conn.	New York, New Haven and Hartford.	4.79
Suisun and Napa Junction, Cal.	8	46006	Suisun City, Napa Junction, Cal.	Cal. Pac. R. R. ....	13.01
Summit and Bernardsville, N. J.	2	7036	Summit, Bernardsville, N. J.	Del., Lack. and W. ....	14.72
Summit City and Bradford, Pa.	2	8122	Summit City, Bradford, Pa.	Buff., N. Y. and Phil. ....	7.66
Superior and Superior Junction, Wis.	6	25051	Superior Junction (n. o.), Superior, Wis.	Chicago, St. Paul, Minneapolis and Omaha.	63.50
Suspension Bridge and Buffalo, N. Y.	2	6003	Buffalo, Suspension Bridge, N. Y.	N. Y., L. E. and W. ....	26.10
Sutherlin, Va., and Milton, N. C.	3	11019	Sutherlin, Va., Milton, N. C.	Milton and Sutherlin. ....	7.00
Suwanee and Lawrenceville, Ga.	4	15032	Suwanee, Lawrenceville, Ga.	Lawrenceville Branch R. R.	9.90
Swedesborough and Riddleton Junction, N. J.	2	7057	Swedesborough, Riddleton Junction, N. J.	West Jersey. ....	11.47
Talbotton and Pascha, Ga.	4	15033	Talbotton Bostick (n. o.), Ga.	Talbotton R. R. ....	7.20
Tallahassee and Saint Mark's, Fla.	4	16013	Tallahassee, Saint Mark's Fla.	Jacks., Pensa. and Mobile R. R.	21.80
Tarborough and Williamston, N. C.	3	13020	Tarborough, Williamston, N. C.	Albemarle and Raleigh ...	30.88
Taunton, New Bedford, Mass.	1	3051	New Bedford, Fitchburgh, Mass.	Old Colony. ....	20.91
Taylor's Falls and Wyoming, Minn.	6	26033	Wyoming, Taylor's Falls, Minn.	St. Paul and Duluth. ....	20.77
Table Rock and Wymore, Nebr.	6	34020	Wymore, Table Rock, Nebr.	Republican Valley. ....	40.42
Temple Junction and Belton, Tex.	7	31041	Temple Junction, Belton, Tex.	Mo. Pac. Rwy. ....	7.17
Terrebonne and Houma, La.	4	30004	Terrebonne, Houma, La. ....	Morgan's La. and Tex. R. R.	15.33
Terrebonne and Thibadeaux, La.	4	30009	Terrebonne, Thibadeaux, La.	Morgan's La. and Tex. R. R.	5.75
Terrell and Guide, Tex. ...	7	31042	Terrell, Guide, Tex. ....	H. and T. C. Rwy. ....	38.53
Theresa Junction and Clayton, N. Y.	2	6115	Theresa Junction, Clayton, N. Y.	Utica and Blk. River. ....	16.23
Toledo, Ohio, and Allegan, Mich. <sup>2</sup>	9	24019	Toledo, Ohio, Allegan, Mich.	Michigan and Ohio. ....	157.64
Toledo and Findlay, Ohio.	5	21091	Toledo, Findlay, Ohio. ....	Tol. and Indpls. ....	44.72
Topton and Kutztown, Pa.	2	8062	Topton, Kutztown, Pa. ....	Phila. and Reading. ....	4.84
Towanda and Barclay, Pa.	2	8069	Towanda, Barclay, Pa. ....	Towanda Coal Co. ....	413.19
Traverse City and Walton, Mich. <sup>5</sup>	9	24034	Traverse City, Walton, Mich.	Grand Rapids and Indiana.	26.27
Trenton and Bordentown, N. J.	2	7046	Bordentown, Trenton, N. J.	Penna. ....	6.04
Trenton Junction and Trenton, N. J.	2	7044	Trenton, Trenton Junction, N. J.	Phila. and Reading. ....	4.28
Trinity and Colmesneil, Tex.	7	31046	Trinity, Colmesneil, Tex. ..	Mo. Pac. Rwy. ....	66.73
Trippe and Arkansas City, Ark.	7	29007 <sup>7</sup>	Little Rock, Arkansas City, Ark.	L. R., M. R. and T. Rwy	7.50

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
15,475	38	24	July 1, 1883	849	0 6	Connects at Stillwater Junction with Saint Paul, Minn., and Elroy, Wis., R. P. O.
5,997	12	8	July 1, 1881	110	.....	Pouches exchanged with Windsor Locks, Hartford, Boston, and New York R. P. O.
19,046	14	8	July 1, 1882	813	2 0	
9,214	6	13	July 1, 1881	118	2 0	
9,590	12	5	July 1, 1881	209	2 0	
39,751	6	4	July 1, 1883	55	0 6	Connects at Superior Junction, Wis., with Cable and Hudson, Wis., R. P. O.
65,854	24	18	July 1, 1881	771	4 0	<sup>1</sup> Including closed Canada mail.
8,764	12	2	July 1, 1881	74	0 6	Connects with Richmond and Danville R. P. O.
6,197	6	8	Mar. 6, 1881	75	2 0	
14,360	12	4	Feb. 23, 1883	370	2 0	
5,256	7	4	May 23, 1881	104	2 0	
13,703	6	2	July, 1, 1880	50	2 0	
22,543	7	10	Dec. 11, 1882	138	1 0	
39,268	18	14	July 1, 1881	894	.....	Pouches exchanged with Boston, Taunton, Lowell and Taunton R. P. O.
13,002	6	26	July 1, 1883	256	0 6	Supplied by initial and terminal offices. Connects at Wyoming, Minn., with Duluth and Saint Paul, Minn., R. P. O.
54,890	13	34	July 1, 1883	148	1 0	Connects at Table Rock, Nebr., with Columbus, Nebr., and Atchison, Kans., R. P. O., and at Wymore, Nebr., with Crete and Red Cloud, Nebr., R. P. O.
10,497	14	4	Dec. 11, 1882	120	0 6	Connects at Temple Junction with Denison and Taylor R. P. O., and at Belton with Temple and Lampasas R. P. O.
9,596	6	4	July 1, 1882	108	2 0	
3,599	6	2	July 1, 1882	183	2 0	
24,130	6	8	Jan. 15, 1883	39	0 4	Connects at Guide with Denison and Houston R. P. O., and Waxahachie and Guide R. R. at Kaufman with Dallas and Kemp R. R., and at Terrell with Texarkana and El Paso R. P. O.
20,319	12	6	July 1, 1881	211	2 0	
6,620	6	16	Mar. 20, 1884	214	.....	<sup>2</sup> Service established March 20, 1884. R. P. O.
27,994	6	2	.....	( <sup>3</sup> )	.....	<sup>3</sup> Not weighed.
7,574	15	3	July 1, 1881	129	2 0	
10,768	6	2	July 1, 1881	44	2 0	Balance of route (4 miles) covered by Towanda and Bernice R. P. O. (See table A <sup>4</sup> .)
32,890	12	12	July 1, 1883	490	.....	<sup>5</sup> At Walton, Mich., connects Mackinaw City and Grand Rapids R. P. O.
11,243	18	5	July 1, 1881	287	2 0	
5,358	12	3	July 1, 1881	69	2 0	
48,846	7	20	.....	( <sup>6</sup> )	0 6	Connects at Trinity with Texarkana and Houston R. P. O. and Denison, Troup and Houston R. P. O., at Carrigan with Nacogdoches and Houston R. P. O., and at Colmesneil with Rockland and Beaumont R. P. O.
9,290	12	6	July 1, 1882	585	0 6	<sup>6</sup> Not weighed. <sup>7</sup> Balance of route covered by Little Rock and Warren R. P. O. (See Table A <sup>4</sup> .) Connects at Trippe with Little Rock and Warren R. P. O., and at Arkansas City with Memphis and Vicksburgh River R. P. O.

TABLE C'.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Troy and Albany, N. Y. . . .	2	6106	Albany, Troy, N. Y. . . . .	N. Y. C. and H. R. . . . .	7.37
Troy and Albany Junction, N. Y. . . .	2	6020	Albany Junction, Troy, N. Y. . . . .	Del. and Hud. Canal Co. . .	6.20
Troy and Schenectady, N. Y. . . .	2	6012	Troy, Schenectady, N. Y. . .	N. Y. C. and H. R. . . . .	22.00
Turner and Aurora, Ill. . . . .	6	23071	Aurora, Turner, Ill. . . . .	Chicago, Burlington and Quincy.	12.56
Turner's Falls and Greenfield, Mass. . . .	1	3053	Greenfield, Turner's Falls, Mass. . . . .	Fitchburg . . . . .	4.37
Turnerville and Colchester, Conn. . . .	1	5020	Turnerville, Colchester, Conn. . . . .	Bos. and N. Y., Air Line Div., N. Y., N. H. and H. R. R. . . . .	4.60
Two Rivers and Manitowoc, Wis. . . . .	6	25018	Milwaukee, Two Rivers, Wis. . . . .	Milwaukee, Lake Shore and Western. . . . .	7.33
Tyler and Alto, Tex. . . . .	7	31044	Tyler, Alto, Tex. . . . .	Kans. and Gulf Short Line R. R. . . . .	57.85
Umatilla and Pendleton, Oreg. . . . .	8	44003	Umatilla, Pendleton, Oreg. . . . .	Oreg. Rwy and Navig. Co. . .	44.35
Union City and Titusville, Pa. . . . .	2	8068	Union City, Titusville, Pa. . . . .	Buff., N. Y., and Phila. . . .	14.10
University Station and Chapel Hill, N. C. . . .	3	13018	University Sta., Chapel Hill, N. C. . . . .	State University . . . . .	11.70
Valley Stream and Oceans, N. Y. . . . .	2	6100	Valley Stream, Oceans, N. Y. . . . .	Long Island . . . . .	8.50
Valparaiso, Nebr., and Marysville, Kans. . . .	6	34014	Lincoln, Valparaiso, Nebr. . . . .	Republican Valley . . . . .	20.30
		34013	Lincoln, Nebr., Marysville, Kans. . . . .	Omaha and Republican Valley, and Marysville and Blue Valley. . . . .	78.27
Varna and Lacon, Ill. . . . .	6	23074	Varna, Lacon, Ill. . . . .	Chicago and Alton . . . . .	10.60
Vesper and Dexterville Junction, Wis. . . .	6	25056	Dexterville Junction (n.o.) Vesper, Wis. . . . .	Wisconsin, Pittsville and Superior. . . . .	20.29
Vincennes, Ind., and Saint Francisville, Ill. . . .	6	23037	Vincennes, Ind., Saint Francisville, Ill. . . . .	Wabash, Saint Louis and Pacific. . . . .	10.17
Vinita and Tulsa, Ind. Ter. . . . .	7	32002	Vinita, Tulsa, Ind. Ter. . . . .	Saint Louis and S. F. Rwy . .	63.54
Visalia and Goshen, Cal. . . . .	8	46018	Visalia, Goshen (n.o.), Cal. . . . .	Visalia R. R. . . . .	7.33
Volcano Junction and Volcano, W. Va. . . . .	3	12004	Volcano Junct'n, Volcano, W. Va. . . . .	Laurel Fork and Sand Hill . .	7.02
Volusia and Leesburgh, Fla. . . . .	4	16008	Volusia, Leesburgh, Fla. . . . .	St. Johns and Lake Eustis Rwy. . . . .	49.75
Wakefield and Peabody, Mass. . . . .	1	3010	Wakefield, Peabody, Mass. . . . .	Eastern . . . . .	8.02
Wall Lake and Kingsley, Iowa. . . . .	6	27050	Wall Lake, Sac City, Iowa. . . . .	Chicago and Northwestern . .	14.17
		27089	Sac City, Kingsley, Iowa. . . . .	do . . . . .	58.40
Warren, R. I., and Fall River, Mass. . . .	1	4005	Warren, Fall River, Mass. . . . .	Providence, Warren and Bristol. . . . .	9.95
Warrenton and Warrenton Junction, Va. . . .	3	11024	Owl Run, Warrenton, Va. . . . .	Va. Midland . . . . .	9.17
Wartrace and Shelbyville, Tenn. . . . .	5	19020	Wartrace, Shelbyville, Tenn. . . . .	Nash., Chatt. and St. Louis . .	8.37
Warwick and Yuma (n.o.) Kans. . . . .	7	33027	Warwick, Yuma (n.o.) Kans. . . . .	Cent. Broh. U. P. R. R. . . .	30.86

part of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
57,707	172	197	July 1, 1881	Pounds. 8,289	Pt. In. 20 0	<sup>1</sup> 3 round trips on Sundays. <sup>2</sup> Including sacks.
17,465	27	83	July 1, 1881	51	8 0	<sup>3</sup> Including sacks.
55,088	24	84	July 1, 1881	6,412	20 0	<sup>4</sup> Including sacks.
7,862	6	6	July 1, 1883	148	0 6	Connects at Turner, Ill., with Chicago, Ill., and Dubuque, Iowa, R. P. O., and at Aurora, Ill., with Chicago and Streator, Ill., R. P. O.
10,942	24	18	July 1, 1881	99	.....	Supplied by closed pouches from Greenfield, Boston and Troy, Newport and Springfield, and W. R. J. and Springfield R. P. O's.
5,759	12	10	July 1, 1881	109	.....	Pouches exchanged with Turnerville, New Haven, Willimantic and New Haven R. P. O.
9,177	12	8	July 1, 1883	1,395	0 6	Connects at Manitowoc, Wis., with Summit Lake and Milwaukee, Wis., R. P. O.
35,963	6	24	Oct. 15, 1883	90	0 6	Connects at Tyler with Texarkana and McGregor, R. P. O., and Denison, Troup and Houston R. P. O., and at Jacksonville with Texarkana and Houston R. P. O.
32,563	7	12	Dec. 1, 1882	845	2 0	
8,826	6	5	July 1, 1881	60	2 0	
7,824	6	2	July 24, 1882	105	0 6	Connects with Goldsborough and Greensborough R. P. O.
10,642	12	7	July 1, 1881	74	2 0	
42,427	20	12	July 1, 1881	102	0 6	{ Connects at Valparaiso, Nebr., with Omaha and Stromsburg, Nebr., R. P. O.; at Lincoln, Nebr., with Central City and Nebraska City, Nebr., Columbus, Nebr., and Atchison, Kans., and Omaha and McCook, Nebr., R. P. O's; connects at Beatrice, Nebr., with Crete and Red Cloud, Nebr., and Nebraska City and Beatrice, Nebr., R. P. O's, and at Marysville, Kans., with Saint Joseph, Mo., and Grand Island, Nebr., R. P. O.
57,293	7	36	May 16, 1882	137	0 6	
13,271	12	8	July 1, 1883	66	0 6	Connects at Varna, Ill., with Dwight and Washington, Ill., R. P. O.
12,701	6	10	Mar. 15, 1884	65	0 6	Connects at Dexterville Junction with Merrill and Tomah, Wis., R. P. O., and at Dexterville, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O.
6,366	6	4	July 1, 1883	269	0 6	Connects at Saint Francisville, Ill., with Danville and Cairo, Ill., R. P. O., and at Vincennes, Ind., with Cincinnati, Ohio, and Saint Louis, Mo., Indianapolis and Vincennes, Ind., and Terre Haute and Evansville, Ind., R. P. O.
46,511	7	16	Not weighed.	.....	0 6	Connects at Vinita with Hannibal and Denison R. P. O., and Pierce City and Vinita R. P. O.
10,720	14	8	July 1, 1882	243	2 0	
8,789	12	2	July 1, 1881	79	0 6	Connects with Grafton and Parkersburgh R. P. O.
31,144	6	24	Feb. 8, 1881	144	4 0	
10,041	12	4	July 1, 1881	41	.....	Pouches exchanged with Boston and Newburyport and Boston R. P. O.
17,740	12	40	July 1, 1883	325	1 0	{ Connects at Wall Lake with Carroll and Mapleton, Iowa, R. P. O. Supplied by initial and terminal offices, and by Carroll and Mapleton, Iowa, R. P. O.
36,558	6	32	Jan. 25, 1884	359	0 6	
18,686	18	8	July 1, 1881	294	.....	Pouches exchanged with Providence and Fall River, Mass.
19,128	20	6	July 1, 1881	176	1 0	Connect with Washington and Charlotte R. P. O.
15,718	18	6				
19,196	6	18	July 1, 1882	134	0 6	Connects at Yuma with Atchison and Lenora R. P. O.



TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Washington and Barnett, Ga.	4	15006	Washington, Barnett, Ga.	Georgia R. R. ....	18.56
Washington and New Hampton, N. J.	2	8019	Binghamton, N. Y., New Hampton, N. J.	Del., Lack. and W. ....	5.20
Washington and Waynesburgh, Pa.	2	8114	Washington, Waynesburgh, Pa.	Waynea and Wash. ....	28.97
Watersmeet, Mich., and Summit Lake, Wis.	6	25050	Eland, Wis., Watersmeet, Mich.	Milwaukee, Lake Shore and Western.	68.45
Watertown and Brookings, Dak.	6	85014	Brookings, Watertown, Dak.	Chicago and North Western.	48.24
Watertown and Sackett's Harbor, N. Y.	2	6039	Watertown, Sackett's Harbor, N. Y.	Utica and Blk. River. ....	12.51
Watertown and Waterbury, Conn.	1	5006	Waterbury, Watertown, Conn.	Naugatuck. ....	6.41
Waukon and Waukon Junction, Iowa.	6	27040	Waukon Junction, Waukon, Iowa.	Chicago, Milwaukee and Saint Paul.	23.00
Wawa and Chester, Pa. ....	2	8008	Chester, Pa., Port Deposit, Md.	Phila., Wil. and Balto. ....	7.17
Waxahachie and Guide, Tex.	7	81021	Waxahachie, Guide, Tex..	H. and T. C. Rwy. ....	12.08
Webb City and Joplin, Mo.	7	83008	Kansas City, Joplin, Mo..	K. C., Ft. S. and G. R. R. ..	6.80
Wellington and Ciesna Park, Ill.	6	23080	Wellington, Ciesna Park, Ill.	Chicago and Eastern Illinois.	12.89
Wellington and Hunnewell, Kans.	7	83005	Cherry Vale, Hunnewell, Kans.	Southern Kana. Rwy. ....	17.59
Wellfleet and Provincetown, Mass.	1	3041	Middleborough, Provincetown, Mass.	Old Colony. ....	14.86
Wellsborough and Antrim, N. Y.	2	8065	Corning, N. Y., Antrim, Pa.	Fall Brook Coal Co. ....	12.71
West Brownsville and Uniontown, Pa.	2	8146	West Brownsville, Uniontown, Pa.	Penna. ....	18.54
West Wareham and Fairhaven, Mass.	1	8050	Fairhaven, West Wareham, Mass.	Old Colony. ....	15.59
Weston and Buckhannon, W. Va.	3	12011	Weston, Buckhannon, W. Va.	Weston and Buckhannon.	16.29
Wetumka and Elmore, Ala.	4	17024	Wetumka, Elmore, Ala. ...	South & North Ala. R. R..	6.81
White Haven and Upper Lehigh, Pa.	2	8097	White Haven, Upper Lehigh, Pa.	Cent. R. R. of N. J. ....	9.85
White Heath and Decatur, Ill.	6	23077	White Heath, Decatur, Ill.	Wabash, St. Louis and Pacific.	30.63
Whitesborough and Gainesville, Tex.	7	81022	Denison City, Gainesville, Tex.	Mo. Pac. Rwy. ....	15.59
White River Junction and Woodstock, Vt.	1	2013	White River Junction, Woodstock, Vt.	Woodstock. ....	14.44
Whitestone and Long Island City, N. Y.	2	6094	Long Island City, Whitestone, N. Y.	Long Island. ....	12.00

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				<i>Pounds.</i>	<i>Ft. In.</i>	
13,548	7	6	July 1, 1880	122	2 0	
6,510	12	4	July 1, 1881	1,504	.....4	Balance of route (189.36 miles) covered by Binghamton and New York R. P. O. (See Table A <sup>a</sup> .)
36,270	12	10	July 1, 1881	355	2 0	
42,849	6	20	Apr. 16, 1884	271	0 6	Connects at Monico, Wis., with Monico and Rhineland, Wis., pouch-service, and at Summit Lake, Wis., with Summit Lake and Milwaukee, Wis., R. P. O.
30,198	6	20	Dec. 10, 1883	109	0 6	Supplied by Watertown, Dak., and by Tracy, Minn., and Pierre, Dak., R. P. O. Connects at Watertown, Dak., with Tracy, Minn., and Redfield, Dak., R. P. O.
15,662	12	4	July 1, 1881	198	2 0	
8,025	12	8	July 1, 1881	165	.....	Pouches exchanged with Waterbury, West Winsted, and Bridgeport R. P. O.
14,898	6	4	July 1, 1883	166	0 6	Connects at Waukon Junction, Iowa, with La Crosse, Wis., and Dubuque, Iowa, R. P. O.
18,953	24	8	July 1, 1881	1,003	2 0	Balance of route (52.17 miles) covered by Philadelphia and Port Deposit R. P. O. (See Table A <sup>a</sup> .)
8,843	14	18	July 1, 1881	298	0 6	Connects at Guide with Denison and Houston R. P. O. and Terrell and Guide R. R.
3,944	6	4	Apr. 10, 1883	1,532	0 4	Balance of route covered by Kansas City and Memphis R. P. O. and Fort Scott and Joplin R. P. O. (See Table A <sup>a</sup> .) Connects at Joplin with Fort Scott and Joplin R. P. O., Kansas City, Pleasant Hill and Joplin R. P. O., and Girard and Galena R. P. O.; connects at Webb City with Kansas City, Pleasant Hill and Joplin R. P. O.
8,069	6	16	July 1, 1881	81	0 6	Connects at Wellington, Ill., with Chicago, Ill., and Terre Haute, Ind., R. P. O.
12,874	7	12	July 1, 1882	930	0 6	Balance of route covered by Kansas City and Harper R. P. O. (See Table A <sup>a</sup> .) Connects at Wellington with Kansas City and Harper R. P. O. and Newton and Caldwell R. P. O.
17,978	12	4	July 1, 1881	1,891	.....	Pouches exchanged with Boston and Wellfleet R. P. O.
17,164	12	4	July 1, 1881	796	2 0	Balance of route (38.69 miles) covered by Geneva and Wellsburgh R. P. O. (See Table A <sup>a</sup> .)
11,606	6	8	Jan. 1, 1883	275	2 0	
29,278	18	10	July 1, 1881	259	.....	Pouches exchanged with New Bedford, Boston and Wellfleet R. P. O.
10,197	6	3	Dec. 10, 1883	186	0 6	
9,942	14	6	July 1, 1880	121	2 0	
6,166	6	2	July 1, 1881	89	2 0	
19,174	6	16	July 1, 1883	231	0 6	Connects at White Heath, Ill., with Sidney and Havana, Ill., R. P. O.; at Monticello, Ill., with Chicago, Decatur, Ill., and Saint Louis, Mo., R. P. O., and at Decatur, Ill., with all lines centering at that city.
23,824	14	16	July 1, 1882	1,436	0 6	Balance of route covered by Denison and Taylor R. P. O. (See Table A <sup>a</sup> .) Connects at Whitesborough with Denison and Taylor R. P. O. and Texarkana and Whitesborough R. P. O.
18,078	12	4	July 1, 1881	209	.....	Pouches exchanged at White River Junction.
15,024	12	27	July 1, 1881	469	3 0	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and north west to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Whiting and Pemberton Junction, N. J.	2	Part of 7026	Sandy Hook, Pemberton Junction, N. J.	Phila. and Reading (N. J. So. Division.)	19.38
Wichita and Cheney, Kans	7	33042	Wichita, Cheney, Kans ...	Wichita and Western R. R.	26.70
Wilkes Barre and Wanamie, Pa.	2	8101	Wilkes Barre, Wanamie, Pa.	Cent. R. R. of N. J. ....	11.55
Williamstown and Millersburgh, Pa.	2	8106	Millersburgh, Williamstown, Pa.	Northern Central.....	21.04
Wilmot and Millbank, Dak	6	55009	Millbank, Wilmot, Dak ...	Chicago, Milwaukee and St. Paul.	17.03
Wilton Junction and Muscatine, Iowa.	6	27090	Wilton Junction, Muscatine, Iowa.	Chicago, Rock Island and Pacific.	12.73
Winfield and Washington, Iowa.	6	27035	Burlington, Washington, Iowa.	Burlington and North Western.	18.64
Winneconne and Rush Lake, Wis.	6	25007	Rush Lake, Winneconne, Wis.	Chicago, Milwaukee and St. Paul.	14.42
Winifrede Junction and Winifrede, W. Va.	3	12008	Winifrede Junction, Winifrede, W. Va.	Winifrede .....	4.54
Woburn and Winchester, Mass.	1	3018	Winchester, Woburn, Mass.	Boston and Lowell.....	2.23
Wolfborough and Wolfborough Junction, N. H.	1	1015	Wolfborough Junction, Wolfborough, N. H.	Eastern.....	12.11
Woodbury and Penn's Grove, N. J.	2	7039	Woodbury, Penn's Grove, N. J.	Delaware River.....	20.43
Woodbury and Swedesborough, N. J.	2	7022	Woodbury, Swedesborough, N. J.	West Jersey.....	11.23
Woodman and Lancaster Junction, Wis.	6	25025	Galena, Ill., Woodman, Wis.	Chicago and North Western.	18.53
Woodville and Bayou Sara, La.	4	30007	Woodville, Bayou Sara, La.	West Feliciana R. R.....	23.83
Yarmouth Junction (n. o.) and Hyannis, Mass.	1	3048	Yarmouth Junction (n. o.), Hyannis, Mass.	Old Colony .....	3.36
Youngwood Station and United, Pa.	2	8151	Youngwood Station, United, Pa.	Penna .....	8.84
Zumbrota and Rochester, Minn.	6	26017	Rochester, Zumbrota, Minn.	Winona and St. Peter.....	26.12

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
24,263	12	15	July 1, 1881	Pounds. 196	Ft. In. 2 0	<sup>1</sup> Balance of route, 30.23 miles, covered by Red Bank and Bridgeton R. P. O. (see Table A <sup>2</sup> ), and no service 4.19 miles, Sandy Hook to Highlands, and 3.90 miles, Branchport Junction to Eatontown, and 7.30 miles closed-pouch service Highlands to Branchport Junction. <sup>2</sup> 12 times a week from Pemberton Junction to Whiting.
16,607	6	28	Not weighed.		.0 6	Connects at Wichita with Saint Louis and Halstead R. P. O., Newton and Caldwell R. P. O., and Fort Scott and Wichita R. P. O.
7,230	6	3	July 1, 1881	43	2 0	
26,342	12	10	July 1, 1881	186	2 0	
10,660	6	4	July 1, 1882	109	0 6	Connects at Millbank, Dak., with Minneapolis, Minn., and Aberdeen, Dak., R. P. O.
15,937	12	8	Apr. 16, 1883	267	0 6	Connects at Wilton Junction, Iowa, with Chicago, Ill., and West Liberty, Iowa, R. P. O., and at Muscatine, Iowa, with Davenport, Iowa, and Cameron, Mo., and Muscatine and Montezuma, Iowa, R. P. O's.
11,668	6	16	July 1, 1883	197	0 6	Connects at Winfield, Iowa, with Burlington and Brighton, Iowa, and Morning Sun and Oskaloosa, Iowa, R. P. O's. Connects at Washington, Iowa, with Davenport, Iowa, and Cameron, Mo., and Washington and Knoxville, Iowa, R. P. O's.
9,026	6	12	July 1, 1883	135	0 6	Connects at Rush Lake with Ripon and Berlin closed-pouch service.
5,684	12	1	Aug. 1, 1882	17	0 6	Connects with Clifton Forge and Huntington R. P. O.
4,187	18	12	July <sup>6</sup> 1, 1881	196	.....	Pouches exchanged with Boston, Winchester, and Saint Albans and Boston R. P. O.
7,580	6	4	July 1, 1881	113	.....	Pouches exchanged with Wolfborough, Bangor and Boston, and North Conway and Portsmouth R. P. O's.
32,051	15	5	July 1, 1881	133	2 0	
14,122	12	6	July 1, 1881	103	2 0	
23,199	12	12	July 1, 1883	556	0 6	Connects at Woodman, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O., and at Lancaster Junction with Milwaukee and Lancaster, Wis., R. P. O.
17,671	6	4	July 25, 1882	59	2 0	
4,206	12	4	July 1, 1881	65	.....	Pouches exchanged with Boston and Wellfleet R. P. O.
5,533	6	8	Sept. 3, 1883	31	2 0	
49,053	18	32	July 1, 1883	142	0 6	Connects at Rochester, Minn., with Winona and Tracy, Minn., R. P. O., and at Zumbrota, Minn., with Wabasha and Zumbrota, Minn., R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and parts of railroads over which no railway post-offices run, in operation during the fiscal year ended June 30, 1884.

RECAPITULATION.

Division.	Number of routes.	Miles of route.	Annual miles of service.	Number of pouches exchanged daily.
First .....	87	974.19	1,293,602	629
Second .....	190	2,084.90	8,142,797	1,635
Third .....	35	641.54	494,047	188
Fourth .....	64	1,530.37	1,244,133	304
Fifth .....	53	1,151.40	598,330	154
Sixth .....	135	3,345.71	2,893,691	1,962
Seventh .....	65	2,824.02	2,171,179	1,166
Eighth .....	44	1,561.15	1,200,547	476
Ninth .....	25	906.16	520,610	238
Total .....	698	15,019.44	13,558,936	6,942

# COMPARATIVE STATEMENT OF RAILWAY MAIL SERVICE. 467

TABLE D<sup>4</sup>.—Comparative statement of the railway mail service, 1830 to 1884.

Fiscal year ending June 30—	Miles of railroad in the United States.	Miles of railroad upon which mail was carried.	Miles of annual transportation of mail by railroads.	Annual cost of railroad mail transportation.	Average annual cost per mile of railroad mail transportation.	Number of employees of railway mail service.	Annual expenditure for all employees of the railway mail service.
1830	23						
1831	95						
1832	239						
1833	380						
1834	633	78					
1835	1,066						
1836	1,273		*1,879,296				
1837	1,497	974	*1,793,024	\$307,444	\$0 17.14		
1838	1,913		*2,413,090	*410,468	17.01		
1839	2,302		*2,896,053	*520,602	15.82		
1840	2,812		*3,889,039	*595,353	15.30		
1841	3,535		*3,946,450	*545,843	14.84		
1842	4,026	2,091	*4,424,262	432,568	9.77		\$22,987
1843	4,185		*5,692,402	*733,687	12.68		128,985
1844	4,377	2,714	*5,747,355	531,752	9.25		129,744
1845	4,633		*6,484,592	*843,430	13.06	43	137,513
1846	4,930	4,092	*7,781,828	*870,570	11.18		142,408
1847	5,598	4,402	4,170,403	597,475	14.32	1188	146,153
1848	5,999	4,735	4,327,400	74,192			154,063
1849	7,968	5,497	4,851,177	15,740			161,512
1850	9,021	6,886	6,524,503	8,227	12.54		167,042
1851	10,983	8,255	8,364,503	15,019	11.77	148	145,897
1852	12,908	10,140	11,082,768	5,529	11.50	185	196,936
1853	15,880	12,415	12,896,705	11,329	12.33	235	176,722
1854	16,720	14,440	15,438,389	16,610	11.39	257	197,090
1855	18,374	18,333	19,302,469	3,069	10.79	348	254,496
1856	22,016	20,223	21,806,296	0,389	10.59	394	287,187
1857	24,503	22,530	24,287,944	10,847	10.54	451	339,388
1858	26,966	24,431	25,763,452	28,801	10.97	491	392,739
1859	28,789	26,010	27,268,884	3,974	11.90	548	429,175
1860	30,635	27,129	27,653,748	9,662	12.11	592	405,819
1861	31,266	22,018	23,116,823	13,709	11.60	1427	1314,179
1862	33,170	21,838	22,777,219	10,115	10.96	1474	1295,623
1863	33,908	22,152	22,871,558	18,517	11.09	1525	1324,624
1864	35,085	22,816	23,301,942	17,044	11.01	1572	1362,701
1865	36,901	23,401	24,087,668	17,421	11.23	1612	1342,071
1866	39,350	22,092	20,809,467	11,592	11.08	702	542,401
1867	42,229	24,015	32,487,900	2,000	11.75	827	729,680
1868	42,229	26,015	34,886,178	7,126	11.97	995	839,975
1869	46,844	29,537	41,399,284	13,680	11.41	1,129	973,560
1870	52,914	43,727	47,551,970	28,801	10.78	1,106	1,109,140
1871	60,283	49,834	55,557,048	24,979	10.30	1,392	1,441,020
1872	66,171	57,911	62,491,749	22,771	10.40	1,647	1,709,646
1873	70,278	63,457	65,621,445	37,196	11.05	1,895	1,958,876
1874	73,383	67,784	72,460,545	39,663	11.85	2,175	2,186,330
1875	74,096	70,063	75,154,910	6,518	12.26	2,242	2,410,490
1876	76,808	72,348	77,741,172	13,134	12.27	2,415	2,504,140
1877	78,089	74,546	85,358,710	13,936	10.60	2,500	2,484,648
1878	81,776	77,120	92,120,895	16,595	10.38	2,608	2,579,013
1879	86,497	79,991	93,092,992	72,589	10.51	2,609	3,624,890
1880	98,671	85,320	96,497,463	10,648,966	11.03	2,948	2,650,980
1881	104,813	91,569	103,521,229	11,963,117	11.55	3,177	3,103,801
1882	113,329	100,563	113,995,318	13,127,715	11.51	3,570	3,486,779
1883	120,552	110,208	129,198,641	13,887,800	10.77	3,855	3,688,092
1884	(†)	117,160	142,841,392	16,012,603	12.81	3,968	3,972,071

\* Including steamboat service; no separate report.

† Service suspended in Southern States.

\* Including mail-messenger service.

† This column is taken from Poor's Manual, and is made up at the end of the calendar year. The other columns represent the state of the service at the close of each fiscal year.

The cost of service is taken from the reports of the Second Assistant Postmaster-General.

TABLE E.—Statement of mail distributed en route on the cars by railway postal clerks during the fiscal year ended June 30, 1884.

Division.	Number of letter packages distributed.	Whole number of letters distributed.	Number of sacks of second, third, and fourth class matter distributed.	Whole number of pieces of second, third, and fourth class matter distributed.	Whole number of letters and pieces of other mail matter distributed.	Number of packages and cases of registered matter.	Number of through registered pouches.
First .....	6, 418, 479	256, 739, 160	773, 689	116, 053, 350	372, 792, 510	1, 269, 567	64, 332
Second .....	8, 673, 395	346, 935, 800	1, 306, 973	196, 045, 950	542, 981, 750	2, 388, 524	169, 557
Third .....	3, 262, 749	130, 509, 960	635, 447	95, 317, 050	225, 827, 010	1, 154, 940	54, 893
Fourth .....	4, 655, 531	186, 221, 240	841, 907	126, 286, 050	312, 507, 290	1, 711, 384	52, 508
Fifth .....	11, 097, 971	443, 918, 840	2, 275, 623	341, 343, 450	785, 262, 290	2, 082, 281	158, 709
Sixth .....	14, 021, 814	560, 872, 560	2, 303, 127	345, 469, 050	906, 341, 610	3, 493, 557	36, 631
Seventh .....	12, 011, 277	480, 451, 080	1, 780, 889	267, 133, 350	747, 584, 430	2, 518, 210	47, 750
Eighth .....	2, 102, 498	84, 099, 920	316, 356	47, 453, 400	131, 553, 320	730, 725	12, 696
Ninth .....	7, 642, 461	395, 698, 440	1, 260, 755	189, 113, 250	494, 811, 690	974, 718	124, 445
Total .....	69, 886, 175	2, 795, 447, 000	11, 494, 766	1, 724, 214, 900	4, 519, 661, 900	16, 323, 906	711, 520

Whole number of pieces of mail handled in 1884 ..... 4, 519, 661, 900  
Whole number of pieces of mail handled in 1883 ..... 3, 981, 516, 280

Increase ..... 538, 144, 220

Percentage of increase, 1884 over 1883, 13.52.  
Percentage of increase, 1883 over 1882, 15.96.  
Packages, pouches, and cases of registered matter handled in 1884 ..... 17, 085, 426  
Packages, pouches, and cases of registered matter handled in 1883 ..... 16, 234, 715

Increase ..... 850, 711

Percentage of increase, 1884 over 1883, 4.93.  
Percentage of increase, 1883 over 1882, 9.65.

TABLE F.—Statement of errors made by the railway postal clerks during the fiscal year ended June 30, 1884.

Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.				Misdirected.			Errors checked.	
			Letter packages.	Pouches.	Sacks.	Registered packages.	Letter packages.	Pouches.	Sacks.	Against railway postal clerks.	Against post-offices.
First .....	11, 461	18, 621	832	619	150	52	38	50	26	39, 751	(*)
Second .....	34, 972	66, 333	792	634	161	72	129	80	17	54, 286	46, 007
Third .....	29, 166	58, 282	423	109	84	40	44	15	50	107, 355	(*)
Fourth .....	38, 057	72, 940	1, 176	139	100	120	130	39	60	186, 276	(*)
Fifth .....	105, 156	223, 837	1, 503	157	117	7	237	67	101	378, 831	220, 604
Sixth .....	117, 217	278, 690	3, 094	373	323	119	863	120	383	532, 278	(*)
Seventh .....	84, 180	189, 264	2, 090	742	666	295	185	17	34	433, 155	(*)
Eighth .....	6, 257	10, 253	114	13	5	22	36	1	2	58, 370	22, 557
Ninth .....	90, 021	249, 003	1, 338	1, 235	213	63	199	44	86	120, 384	53, 354
Total .....	516, 487	1, 167, 223	11, 362	4, 021	1, 819	790	1, 861	433	759	1, 910, 686	.....

\* Not reported.

RECAPITULATION.

Number of letters and pieces of other mail distributed in 1884 ..... 4, 519, 661, 900  
Number of errors made in the distribution of the same ..... 1, 167, 223  
Number of letters and pieces of other mail matter distributed to each error, 1884 ..... 3, 872  
Number of letters and pieces of other mail matter distributed to each error, 1883 ..... 4, 153  
Percentage of correct distribution, 1884 ..... 99.97+  
Percentage of correct distribution, 1883 ..... 99.97+



TABLE 66.—Statement of errors in the distribution and forwarding of mails by post-offices during the fiscal year ended June 30, 1884.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Misent.				Misdirected.			Errors checked—	
					No. of letter packages.	No. of pouches.			No. of letter packages.			Against post-offices.	
Adrian, Mich.	2	9	44	72								19	
Akron, Ohio.	2	6	671	1,028					7				
Albany, N. Y.	1	2	966	1,629	12				14	4	2		
Albuquerque, N. Mex.	2	7	2	1	3								
Albion, Mich.	2	9	43	82	1	1							2
Alexandria, Va.	2	8	94	151	1				1				
Allegheny, Pa.	2	2	307	467	9				4	1			1
Allentown, Pa.	2	2	40	90	3							40	
Alliance, Ohio	2	5	6	8			3						
Alpena, Mich.	2	9	7	13	1							2	
Alton, Ill.	2	6	73	168	2				2				
Altoona, Pa.	2	2	22	23	1				1				
Amesbury, Mass.	2	1	27	38								1	
Amherst, Mass.	2	1	39	145								50	64
Amsterdam, N. Y.	2	2	52	157					1				
Annapolis, Md.	2	3	94	151	1				1				
Ann Arbor, Mich.	2	9	125	224	3				1			49	3
Ansonia, Conn.	2	1	4	7								31	10
Appleton, Wis.	2	6	34	84	4				2	1			
Asbury Park, N. J.	2	2	61	159								2	3
Ashtabula, Ohio	2	5	44	80					3				
Atchison, Kans.	2	7	176	293	6	1	29						
Athens, Ga.	2	4	84	166	1								
Atlanta, Ga.	1	4	3,192	6,128	55	1	2	28	18	8	23		
Atlantic, Iowa	2	6	10	21	1								
Atlantic City, N. J.	2	2	10	21	1								
Auburn, Me.	2	1	27	36	2								3
Auburn, N. Y.	2	2	294	456	1							35	7
Augusta, Ga.	2	4	397	611	21	1	1	1	2	2	2		
Augusta, Me.	1	1	751	1,737	1		3		20	1	6	68	65
Aurora, Ill.	2	6	56	109								226	12
Austin, Tex.	1	7	551	1,150	4	3	1		1				
Baltimore, Md.	1	3	5,335	15,043	34		5		5	4	4		
Bangor, Me.	2	1	89	172					1				1
Batavia, N. Y.	2	2	48	71									
Bath, Me.	2	1	29	35								32	100
Bath, N. Y.	2	2	39	63					1			7	3
Baton Rouge, La.	2	4	25	78									
Battle Creek, Mich.	2	9	54	151					1				1
Bay City, Mich.	2	9	125	385		7							
Beatrice, Nebr.	2	6	125	385									
Beaver Falls, Pa.	2	2	30	63					1				
Bellaire, Ohio	2	5	17	27		1	1						
Bellefontaine, Ohio	2	6	26	35					1				
Bellefonte, Pa.	2	2	10	20									
Belleville, Ill.	2	6	76	96	2								
Beloit, Wis.	2	6	23	24									
Bethlehem, Pa.	2	2	30	44									3
Beverly, Mass.	2	4	167	256					2			39	98
Biddeford, Me.	2	1	20	32									3
Big Rapids, Mich.	2	9	17	25									
Binghamton, N. Y.	1	2	65	54					3				
Birmingham, Ala.	2	4	214	501	9								
Birmingham, Conn.	2	1	12	28	1					1			
Bismarck, Dak.	2	6	22	50								264	24
Bloomington, Ill.	2	6	814	1,847	29				5	1	3	348	
Boston, Mass.	1	1	12,535	22,133	123	12	0	18	54	9	19	1,337	2,048
Boulder, Colo.	2	7	32	51	3	1							
Boseman, Mont.	2	8	49	74									
Bradford, Pa.	2	2	159	234					1	5		9	17
Brainerd, Minn.	2	6	112	281	1								
Brattleborough, Vt.	2	1	19	37									
Bridgeport, Conn.	1	1	120	305	10	2			5				
Bridgeport, N. J.	2	2	126	305									
Brockport, N. Y.	2	2	48	141	2		1						
Brockton, Mass.	2	1	74	99					3	2		100	120
Brooklyn, N. Y.	1	2	678	1,008	9		1		3				
Bryan, Ohio.	2	9	33	42	1								
Bucyrus, Ohio	2	5	34	69	1								
Buffalo, N. Y.	1	2	1,603	4,664	23				6	2	7	36	1

TABLE GS.—Errors in the distribution and forwarding of mails by post-offices, &amp;c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips re- turned.											directed.		Errors checked—	
														No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Burlington, Iowa.....	1	6	162	278				1						1			
Burlington, Vt.....	2	1	27	61				1									
Butte City, Mont.....	2	6	222	283	1												
Calro, Ill.....	2	6	21	28													
Camden, N. J.....	2	2	19	133	2												18
Canandaigua, N. Y.....	2	2	50	65													
Canton, Ohio.....	2	6	172	265	1												
Cadillac, Mich.....	2	9	14	37													
Carlisle, Pa.....	2	2	23	54													
Carson City, Nev.....	2	8	30	42													
Carthage, Mo.....	2	7	21	27												102	6
Catakill, N. Y.....	2	3	6	19												2	49
Cedar Rapids, Iowa.....	1	6	238	983	50	1		3					3	1		180	
Chambersburgh, Pa.....	2	2	12	26													
Champaign, Ill.....	2	6	5	8									1				
Charleston, S. C.....	1	4	279	506	9												
Charlestown, W. Va.....	3	3	10	13													
Charlotte, Mich.....	3	9	15	24													
Charlotte, N. C.....	2	3	54	79	1												
Charlottesville, Va.....	3	3	103	199													
Chattanooga, Tenn.....	2	5	351	782	94				3				6	3			
Cheboygan, Mich.....	3	9	2	15													
Chester, Pa.....	2	2	16	39													
Cheyenne City, Wyo.....	3	6	67	130													
Chicago, Ill.....	1	6	22,977	31,472									54				
Chillicothe, Ohio.....	2	5	50	77	11												
Chippewa Falls, Wis.....	2	6	8	49													
Cincinnati, Ohio.....	1	3	5,832	9,133	91								96	3	14		
Clarksburgh, W. Va.....	3	3	142	185													
Cleveland, Ohio.....	1	5	4,624	7,706	64								45	7	12		
Clinton, Iowa.....	2	4	34	56													
Clinton, Mass.....	2	1	2	3													3
Cohoes, N. Y.....	2	2	22	42													
Coldwater, Mich.....	2	9	112	162	1												
Colorado Springs, Colo.....	2	7	255	414	9	22		6					1	1	1	534	16
Columbia, S. C.....	2	4	69	107			3						2				
Columbus, Ga.....	2	4	242	372	4	2							26	2	6		
Columbus, Miss.....	2	4	12	22	1												
Columbus, Ohio.....	1	5	2,149	3,512	38												
Concord, N. H.....	2	1	43	123	1											24	66
Corning, N. Y.....	2	2	44	52													
Corry, Pa.....	2	2	10	11													
Cortland, N. Y.....	2	2	53	81									1				
Council Bluffs, Iowa.....	2	6	302	2,455	30	3		21	1				4				
Covington, Ky.....	2	5	125	200	8								2				
Crawfordsville, Ind.....	2	5	154	241									2				
Creston, Iowa.....	2	6	27	76													
Cumberland, Md.....	2	3	12	21													
Dallas, Tex.....	1	7	974	1,967	26	8	1	3									
Danbury, Conn.....	2	1	5	6									1			3	3
Danville, Ill.....	2	6	149	211	3								2		1		
Danville, Va.....	2	3	56	75													
Davenport, Iowa.....	1	6	372	625	5												
Dayton, Ohio.....	1	5	553	908	3	1		1				11	1	4			
Decatur, Ill.....	2	6	168	255	5			2					1	3			
Defiance, Ohio.....	2	5	56	115	1								2				
Delaware, Ohio.....	2	5	77	112									1				
Denison City, Tex.....	2	7	96	180	9								1				
Denver, Colo.....	1	7	1,490	2,290	53	34	7	59					4	8	2		
Des Moines, Iowa.....	1	6	1,168	2,633	41	2	1	1					15	8	4	624	
Detroit, Mich.....	1	6	2,437	4,808	87	2	1	6					85	5	6	1,067	
Dixon, Ill.....	2	4	16	42	2									2			
Dover, N. H.....	2	1	15	17									1	1			
Dubuque, Iowa.....	1	6	199	318									3		1		
Duluth, Minn.....	2	6	219	422									1				
Dunkirk, N. Y.....	2	2	17	30										4			
East Liverpool.....	2	5	13	20													
East Saginaw, Mich.....	2	9	116	327	14											545	24
Easton, Pa.....	2	2	84	107	4												
Eau Claire, Mich.....	2	6	45	57									1				
Elgin, Ill.....	1	6	383	675									4	1	7		

**TABLE 64.—Errors in the distribution and forwarding of mails by post-offices, &c.—Cont'd.**

Elkhart, Ind.	2	5	18	24	2				1	3	1		1	
Elmira, N. Y.	1	2	127	303										
El Paso, Tex.	3	7	82	206	2	1			1	3	1			
Elyria, Ohio	2	5	89	132	2				3					
Emporia, Kans.	2	7	28	44										
Englewood, Ill.	3	6	8	3									120	
Erie, Pa.	1	2	222	335	2		7		1			1	55	2
Eufaula, Ala.	2	4	16	12	1									
Evanston, Ill.	2	6	4	6										
Evansville, Ind.	2	5	208	269	12	1	7							
Fairmount, W. Va.	3	8	29	5		1				1	8		53	56
Fall River, Mass.	2	1	107	185	6									
Fargo, Dak.	3	6	192	467										
Faribault, Minn.	2	6	14	32										
Fergus Falls, Minn.	2	6	9	12										
Fitchburg, Mass.	2	1	19	23									7	82
Flint, Mich.	2	9	36	66					2				100	
Fond du Lac, Wis.	2	6	86	122	1	1								
Fort Dodge, Wis.	2	6	3	4		3								
Fort Plain, N. Y.	2	2	29	129										
Fort Scott, Kans.	2	7	56	57					2					
Fort Smith, Ark.	2	7	70	114										
Fort Wayne, Ind.	2	6	71	156	3									
Fort Worth, Tex.	2	7	457	1,068	10	1	3					1		
Fortress Monroe, Va.	3	3	31	52										
Franklin, Pa.	2	2	7	27										
Frankfort, Ky.	2	5	331	582	1			1		3	1	1		
Frederick, Md.	2	3	36	119	2									
Fredericksburgh, Va.	3	3	64	99	1									
Fredonia, N. Y.	2	2	80	287					2				11	
Freeport, Ill.	2	6	37	61										
Fremont, Nebr.	2	6	12	16										
Fremont, Ohio	2	6	62	76										
Gainesville, Tex.	2	7	35	91		1	1							
Galeana, Ill.	2	6	25	35										
Galesburgh, Ill.	2	6	317	1,020	14									
Gallipolis, Ohio	2	5	7	8										
Galveston, Tex.	1	7	339	552	1	1								
Geneva, N. Y.	2	2	106	170	1								19	9
Glens Falls, N. Y.	2	2	20	43	2									
Gloucester, Mass.	2	1	64	103	3								79	226
Gloversville, N. Y.	2	2	15	31										
Goldsbrough, N. C.	3	3	41	95		1								
Goshen, Ind.	2	5	16	16							1			
Grafton, W. Va.	3	3	30	40										
Grand Forks, Dak.	2	6	121	197										
Grand Haven, Mich.	3	9	27	59										
Grand Rapids, Mich.	3	9	323	634	5	3			3		3		5	3
Green Bay, Wis.	2	6	24	30					2					
Greenfield, Mass.	2	1	18	36									7	36
Greensborough, N. C.	3	3	53	74										
Greenville, Mich.	3	9	14	25										
Greenville, S. C.	2	4	19	41	5									
Grinnell, Iowa	2	5	40	123	7	1			1					
Gunnison, Colo.	2	7	16	10			3							
Hagerstown, Md.	2	3	34											
Hamilton, Ohio	2	5	160	263	2					1		1		
Hampton, Va.	2	3	34	127										
Hannibal, Mo.	2	7	215	338	10	2	1	2						
Harrisburg, Pa.	1	2	192	295	2					2	2			
Harrisonburgh, Va.	3	3	20	45										
Hartford, Conn.	1	1	480	709	3	1	1						10	20
Hastings, Nebr.	3	6	7	7										
Haverhill, Mass.	2	1	67	116									33	27
Hawletou, Pa.	2	2												
Helena, Mont.	2	3	124	197										
Hilldale, Mich.	2	9	43	62									6	1
Heboken, N. J.	2	2	18	6	2					4			2	6
Holyoke, Mass.	2	1	18	180						1			7	2
Hornellsville, N. Y.	2	2	19	23	1					2				

**TABLE G<sup>s</sup>.—Errors in the distribution and forwarding of mails by post-offices, &c.—Cont'd.**

Post-offices.	Class.	Division.	No. of incorrect alips re- turned.	No. of errors on incor- rect alips.	Miscent.					Misdirected.			Errors checked—	
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post of- fices.
Hot Springs, Ark .....	2	7	393	712	14	3				4			245	
Houston, Tex .....	1	7	171	246	1		3							
Hudson, Mich .....	3	9	10	13	2					1			10	
Hudson, N. Y .....	2	2	18	28										
Huntingdon, Pa .....	2	2	2	6										
Huntington, W. Va .....	3	3	31	76										
Huron, Dak .....	2	6	12	25										
Indianapolis, Ind .....	1	5	1,833	3,634	94	1		1		15	4	2		
Ionia, Mich .....	2	9	16	29	3					1			1	
Iowa City, Iowa .....	2	6	323	850	1					4				
Ironton, Ohio .....	2	5	15	15										
Ishpeming, Mich .....	2	6												
Ithaca, N. Y .....	2	2	38	58										
Jackson, Mich .....	2	9	163	240						6				
Jackson, Miss .....	2	4	105	183	3									
Jackson, Tenn .....	2	5	22	28						1				
Jacksonville, Fla .....	2	4	166	367	2		2					1		
Jacksonville, Ill .....	2	6	231	327	4	4	1							
Jamestown, Dak .....	2	6	2	2										12
Jamestown, N. Y .....	2	2	88	214										9
Janesville, Wis .....	2	6	26	30										
Jefferson City, Nev .....	2	7	16	18			1	1						
Jeffersonville, Ind .....	2	5	62	85										
Jersey City, N. J .....	1	2	382	985	3						1		79	2
Johnstown, Pa .....	2	2	11	11										
Joliet, Ill .....	2	6	203	325	5									
Kalamazoo, Mich .....	2	9	190	280	5	2	1			1				
Kankakee, Ill .....	2	6	4	16										
Kansas City, Mo .....	1	7	2,070	3,580	94	21	23	1			1			
Keene, N. C .....	2	1	8	25										
Keokuk, Iowa .....	2	6	57	159	1					5				
Kingston, N. Y .....	2	2	9	40										
Knoxville, Tenn .....	2	5	1,051	2,618	4	1		2		4				
La Crosse, Wis .....	2	6	14	19						1				
La Fayette, Ind .....	2	5	108	193	5	1				2	1			
Lancaster, Ohio .....	2	5	5	40										
Lancaster, Pa .....	2	2	79	140										
Lansing, Mich .....	2	9	131	215			1			1			23	4
Lapeer, Mich .....	2	9	1	4										
La Porte, Ind .....	2	5	22	37						3				
Las Vegas, N. Mex .....	2	7	5	4										
Lawrence, Kans .....	2	7	289	389	1									
Lawrence, Mass .....	2	1	71	115	1	1				2				
Leadville, Colo .....	2	7	912	1,442	8	6	1			1		3		
Leavenworth, Kans .....	2	7	636	1,091	14	3	4							
Lebanon, Pa .....	2	2	11	34										
Le Mars, Iowa .....	2	6	32	44										
Lewiston, Me .....	2	1	82	109						2			15	98
Lexington, Ky .....	2	5	664	1,671	5			1		17	1			
Lexington, Va .....	3	3	72	138										
Lima, Ohio .....	2	5	27	43										
Lincoln, Ill .....	2	6	14	21	1	3								
Lincoln, Nebr .....	1	6	46	71										
Little Falls, N. Y .....	2	2	78	129										
Little Rock, Ark .....	1	7	324	697	17	5	11	2	1			1		
Lock Haven, Pa .....	2	2	8	257							1		48	13
Lockport, N. Y .....	2	2	64	99	3									
Logansport, Ind .....	2	5	48	105	1		1							
Los Angeles, Cal .....	2	8	347	494	9			1		3			45	
Louisville, Ky .....	1	5	4,290	7,931	26	6	1	1		27	1	7		
Lowell, Mass .....	1	1	316	452	12	1				9		2	83	135
Ludington, Mich .....	3	9	10	33									23	
Lynchburgh, Va .....	2	3	251	394	7									
Lynn, Mass .....	1	1	79	162	3			4		1	1	3	32	249
Macon, Ga .....	2	4	541	779	50	2				1	7			
Madison, Ind .....	2	5	85	114										
Madison, Wis .....	2	6	43	61						1	1			
Malden, Mass .....	2	1	89	186									88	104
Manchester, N. H .....	2	1	58	91	2					2			17	112
Manistee, Mich .....	2	9	15	25									9	
Mankota, Minn .....	2	6	13	21	1									



**TABLE Gs.—Errors in the distribution and forwarding of mails by post-offices, &c.—Cont'd.**

Post-offices	Class.	Division.	No. of incorrect slips re- turned.	No. of errors on incor- rect slips.	Missent.					Misdirected.			Errors checked—	
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Omaha, Nebr.....	1	6	1,358	3,506	43	.....	.....	.....	.....	13	1	6	.....	.....
Oneida, N. Y.....	2	2	131	189	.....	.....	.....	.....	.....	1	1	.....	27	16
Oshkosh, Wis.....	2	6	41	63	2	1	.....	.....	.....	4	.....	.....	.....	.....
Oskaloosa, Iowa.....	2	6	99	135	10	1	.....	.....	.....	1	.....	.....	24	.....
Oswego, N. Y.....	2	2	154	235	.....	.....	.....	.....	.....	1	.....	.....	4	.....
Orange, N. J.....	2	2	16	17	1	.....	.....	.....	.....	1	.....	.....	33	73
Ottawa, Ill.....	2	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa, Kans.....	2	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottumwa, Iowa.....	2	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Owego, N. Y.....	2	2	6	17	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
Owensborough, Ky.....	2	5	7	7	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Paducah, Ky.....	2	5	11	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Painesville, Ohio.....	2	5	152	229	1	.....	.....	.....	.....	6	.....	1	.....	.....
Palestine, Tex.....	2	7	2	.....	.....	2	.....	.....	.....	.....	1	.....	.....	.....
Paris, Ill.....	2	6	11	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Parkersburgh, W. Va.....	2	3	99	160	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
Parsons, Kans.....	2	7	22	57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Passaic, N. J.....	2	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Paterson, N. J.....	2	2	25	47	.....	2	.....	.....	.....	2	.....	.....	23	42
Pawtucket, R. I.....	2	1	23	122	1	.....	.....	.....	.....	2	1	.....	12	16
Peekskill, N. Y.....	2	2	23	122	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pekin, Ill.....	2	6	59	117	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Penn Yan, N. Y.....	2	2	19	72	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pensacola, Fla.....	2	4	276	518	10	.....	.....	.....	.....	2	2	.....	.....	.....
Peoria, Ill.....	1	6	651	1,223	29	.....	.....	.....	.....	6	2	1	924	588
Peru, Ind.....	2	5	33	36	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Petersburgh, Va.....	2	3	25	61	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Petrosky, Mich.....	3	9	10	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia, Pa.....	1	2	8,084	23,688	121	.....	2	.....	.....	83	1	48	18	.....
Piqua, Ohio.....	2	5	109	144	4	1	.....	.....	.....	1	.....	.....	.....	.....
Pittsburgh, Pa.....	1	2	2,750	5,609	66	4	.....	.....	1	19	8	7	79	21
Pittsfield, Mass.....	2	1	251	584	3	.....	.....	.....	.....	.....	2	1	.....	.....
Pittston, Pa.....	2	2	23	40	.....	.....	.....	.....	.....	.....	.....	.....	1	3
Plainfield, N. J.....	2	2	12	53	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plattsburgh, N. Y.....	2	2	8	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth, Mass.....	2	1	171	201	.....	.....	.....	.....	.....	.....	.....	.....	11	28
Pontiac, Mich.....	2	9	44	65	.....	.....	.....	.....	.....	.....	.....	.....	119	64
Port Huron, Mich.....	2	9												



TABLE Gc.—Errors in the distribution and forwarding of mails by post-offices, &c.—Cont'd.

Post-offices.	Class.		No. of errors on incor- rect aliqa.	Misc				Errors sked—	Against post-of- fices.
				No. of letter pack- ages.	No. of pouches.	No. of sacks.			
Saint Johnsbury, Vt.....	2	1	25	1					
Saint Joseph, Mo.....	1	7	950	2,467	61	5	7	1	
Saint Louis, Mo.....	1	7	6,870	10,709	27	2	1		
Saint Paul, Minn.....	1	4	2,242	4,325	56	1		67	8
Salem, Mass.....	2	1	314	405	1			2	158
Salem, Ohio.....	2	5	24	35				2	
Salem, Oreg.....	2	8	89	147	1				
Salina, Kans.....	2	7	10	35					
Salisbury, N. C.....	2	2	842	102					
Salt Lake City, Utah.....	1	6	275	379	6	1		3	2
San Antonio, Tex.....	2	7	255	363	5			1	
Sandusky, Ohio.....	2	3	101	119	2			2	
Saratoga Springs, N. Y.....	2	2	106	140					
San Francisco, Cal.....	1	8	2,698	3,780	122	2	5	89	2
San José, Cal.....	2	3	18	20					16
Santa Fé, N. Mex.....	2	7	62	211		1	7		
Schenectady, N. Y.....	2	2	185	177					
Scranton, Pa.....	2	2	48	110	11				
Seattle, Wash.....	2	8	8	22					
Sedalia, Mo.....	2	7	124	174	3	1			
Selma, Ala.....	2	4	46	76					
Seneca Falls, N. Y.....	2	2	38	59					
Sharon, Pa.....	2	2	8	9	2				
Sheboygan, Wis.....	2	6	12	21					
Sherman, Tex.....	2	7	140	336					
Shreveport, La.....	2	4	144	324					
Sing Sing, N. Y.....	2	2	9	11					
Sioux City, Iowa.....	2	6	138	344	9	6	1	1	1
Sioux Falls, Dak.....	2	6	18	24					
South Bend, Ind.....	2	5	79	123	2	1		3	1
RD.....	2	1	1	1					
.....	2	7	327	536	5	4		4	1
.....	2	6	695	1,405	25	3		1	
.....	1	1	64	219	5		2	1	1
.....	2	7	169	327	2	4	1	3	1
.....	1	5	165	399	1		2		
.....	2	1	6	22	1				
.....	2	3	8	13					
.....	2	3	588	1,064	5	1	1		
Stenberville, Ohio.....	2	5	6	0					
Sterling, Ill.....	2	6	6	8	1				168
Stillwater, Minn.....	2	6	184	365			1	1	
Stockton, Cal.....	2	3	51	86	2				
Streator, Ill.....	2	4	109	185	2				
Suffolk, Va.....	2	3	23	34					
Syracuse, N. Y.....	1	2	526	963	3				
Taunton, Mass.....	2	1	64	78					
Torre Haute, Ind.....	2	5	40	61	2		1		1
Tiffin, Ohio.....	2	6	33	46				1	
Titusville, Pa.....	2	2	87	131			1		
Toledo, Ohio.....	1	5	515	1,185	14			1	3
Tombstone, Ariz.....	2	6	8	20					24
Topeka, Kans.....	1	7	721	1,640	8	5	8	5	20
Towanda, Pa.....	2	2	10	14				1	
Traverse City, Mich.....	2	9	13	24					
Trenton, N. J.....	1	2	267	489				3	
Troy, N. Y.....	1	2	689	1,068	12			7	2
Troy, Ohio.....	2	5	68	139				4	
Tucson, Ariz.....	2	3	12	44					
University of Virginia.....	2	3	14	21					
Urbana, Ohio.....	2	6	25	65					
Utica, N. Y.....	1	2	120	162				4	
Valparaiso, Ind.....	2	5	86	163				1	
Vicksburg, Miss.....	2	4	45	69	3			3	
Vincennes, Ind.....	2	5	112	160	3			2	
Virginia City, Nev.....	2	8	41	68					
Waco, Tex.....	2	7	32	112					
Walla Walla, Wash.....	2	3	57	70					
Warren, Ohio.....	2	5	32	50				1	
Warren, Pa.....	2	2	16	163					
Washington C. H., Ohio.....	2	5	2	5				1	



TABLE Gc.—Errors in the distribution and forwarding of mails by post-offices, &amp;c.—Cont'd.

			No. of incorrect slips returned.	No. of errors on incorrect slips.	Misent.				Misdirected.			Errors checked—	
					No. of letter packages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered.			Against railway postal clerks.	Against post-offices.
Washington, D. C.	1	3	5,919	9,777	46	4	23		66	8	3	227	40
Washington, N. J.	1	2	199	672					13				
Washington, Pa.	2	2	1	1									
Waterbury, Conn.	2	1	11	38					1	1			
Waterloo, Iowa	2	4	96	98		1					1		
Watertown, N. Y.	2	2	85	165	5				1	1			
Watertown, Wis.	2	6									1		
Waterville, Me.	2	1	7	7								4	3
Waukegan, Wis.	2	6	28	61	1								
Wausau, Wis.	2	6	0	0									128
Waverly, N. Y.	2	2	2	8									
Waynesborough, Va.	4	3	45	103									
Wellsborough, W. Va.	8	3	115	485									
West Bay City, Mich.	3	9	2	12								8	
West Chester, Pa.	2	3	2	4									
Westfield, Mass.	2	1	43	45	1				3		1	152	27
West Gardiner, Me.	2	1	0	0									
West Grove, Pa.	2	2	0	0									
Westerly, R. I.	2	1	0	0									
Weston, W. Va.	3	3	8	11	1								
Wheeling, W. Va.	1	3	237	518	12	1			2		2		
White Sulph. Sp'gs, W. Va.	4	3	5	5									
Wilkes Barre, Pa.	2	2	8	16									
Williamsport, Pa.	2	2	40	48	2					2			
Willimantic, Conn.	2	1			1								
Wilmington, Del.	1	2	224	336	10						1	8	1
Wilmington, N. C.	2	3	70	135									
Winchester, Kans.	2	7	30	64		4							
Winchester, Va.	2	3	18	34	1								
Winona, Minn.	2	6	53	81							1	1	1
Winfield, Kans.	2	7	17	31									
Woodbury, N. J.	2	2	3	2								6	13
Woonsocket, R. I.	2	1	10	11									
Wooster, Ohio	2	5	21	38									
Worcester, Mass.	1	1	456	1					2		1	112	115
Wyandotte, Kans.	2	7	194	340	6								
Xenia, Ohio	2	6	13	16	1								
Yonkers, N. Y.	2	2	28	60									
York, Pa.	2	2	86	202					1				
Youngstown, Ohio	2	5	96	143	3				6				
Ypsilanti, Mich.	2	9	2	45									
Zanesville, Ohio	2	5	568	1,108	7				2				
All other offices	1	1	5,610	10,135	71	20		27	22	63	4	1,923	3,188
Do.	2	2	4,322	10,037	90	8	1		17	72	17	498	540
Do.	3	3	492	1,097									
Do.	4	4	1,633	3,225	5	1	1		1	10	2		
Do.	5	5	2,758	6,352	45	5	8		20	21			
Do.	6	6	7,182	15,365	372	52	181		2	155	13	11,340	1,382
Do.	7	7	3,409	7,139	166	103	12		151	118	12		
Do.	8	8	3,351	6,036	81	10	50		7	21	1	125	56
Do.	9	9	1,538	2,793	6	18			1	6	2	3,384	161

TABLE G<sup>s</sup>.—Table of errors in the distributing and forwarding of mails by post-offices during the fiscal year ended June 30, 1884.

## RECAPITULATION.

Division.	Incorrect slips.	Errors on incorrect slips.	Misent.				Misdirected.			Errors checked.	
			Letter packages.	Pouches.	Sacks.	Registered packages.	Letter packages.	Pouches.	Sacks.	Against railway postal clerks.	Against post offices.
First.....	25,094	45,570	332	44	12	66	172	99	42	5,441	10,652.
Second.....	73,060	303,908	734	14	10	44	530	63	223	2,517	11,611.
Third.....	15,598	33,294	127	11	30	(*)	79	11	10	22,740	(*)
Fourth.....	10,483	19,469	225	11	7	31	56	17	39	(*)	(*)
Fifth.....	38,813	56,646	752	38	19	44	593	68	97	(*)	(*)
Sixth.....	46,932	82,715	835	95	7	44	455	121	77	16,820	2,600
Seventh.....	84,180	189,264	2,090	742	666	295	185	17	34	1,117	(*)
Eighth.....	8,822	13,932	242	13	4	59	58	30	20	541	165.
Ninth.....	7,290	12,341	136	39	3	7	67	12	14	7,561	415.
Total.....	309,772	757,134	5,473	1,007	758	590	2,195	438	556	.....	.....

\* Not reported.

TABLE H<sup>a</sup>.—Statement of case examinations of permanent railway postal clerks for the fiscal year ended June 30, 1884.

Division.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.	Highest individual per cent. correct.	Lowest individual per cent. correct.
First.....	238	140,429	138,488	1,935	6	98.61	100.00	87.00.
Second.....	802	1,559,617	811,485	130,097	618,085	52.03	100.00	2.31
Third.....	212	189,504	165,299	13,226	10,979	87.22	100.00	4.37
Fourth.....	565	326,252	307,577	14,945	3,730	94.27	100.00	24.01
Fifth.....	911	922,503	837,026	55,392	30,085	90.73	100.00	36.71
Sixth.....	564	693,239	651,785	23,311	18,143	94.02	100.00	22.50
Seventh.....	890	563,008	516,293	31,862	14,848	91.70	100.00	11.78
Eighth.....	408	169,412	165,827	3,124	461	97.70	100.00	80.49.
Ninth.....	313	464,533	333,510	92,830	38,193	71.79	100.00	1.58
Total.....	4,903	5,028,492	3,927,290	366,722	734,480	78.10	100.00	2.31.

TABLE I'.—Statement of case examinations of railway post-office clerks during probation for the fiscal year ended June 30, 1884.

Division.	Probationary appoint- ments.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.	Probationers who received permanent appointment.	Average per cent. correct during probation made by those permanently appointed.	Dropped during probation, including those permit- ted to resign.	Percentage of probationary appointees who failed to pass final examinations.	Average per cent. cards correct of those dropped.	Highest individual per cent. correct.	Lowest individual per cent. correct.	Per cent. correct required for permanent appoint- ment.
First.....	38	81	51, 118	48, 457	2, 624	37	94. 79	29	95. 20	9	23. 68	89. 61	100. 00	83. 66	90. 00
Second.....	241	604	850, 239	332, 369	43, 184	474, 695	39. 09	95	40. 07	69	28. 63	35. 06	100. 00	0. 87	90. 00
Third.....	50	110	90, 875	67, 701	12, 687	10, 487	74. 40	16	83. 81	13	56. 00	53. 07	99. 34	7. 93	(*)
Fourth.....	100	179	100, 680	86, 873	4, 805	9, 002	86. 26	29	92. 13	18	18. 00	71. 50	99. 84	23. 97	90. 00
Fifth.....	231	971	1, 072, 270	846, 199	131, 809	94, 262	78. 92	169	88. 19	116	50. 21	56. 79	100. 00	7. 08	90. 00
Sixth.....	238	459	402, 409	347, 408	27, 052	27, 949	86. 92	143	86. 32	64	30. 91	71. 04	100. 00	8. 00	90. 00
Seventh.....	177	426	287, 106	220, 805	29, 299	37, 002	76. 90	89	88. 44	51	52. 77	51. 09	100. 00	9. 07	90. 00
Eighth.....	33	192	80, 992	74, 912	4, 477	1, 603	92. 49	28	94. 05	12	36. 36	81. 40	99. 58	33. 49	90. 00
Ninth.....	210	441	536, 416	314, 563	173, 208	48, 645	58. 64	65	64. 46	67	30. 47	43. 33	99. 74	31. 00	90. 00
Total.....	1, 318	3, 463	3, 472, 105	2, 339, 278	429, 145	703, 692	67. 87	663	.....	419	31, 78	.....	100. 00	0. 87	.....

\* Not reported.

TABLE K<sup>2</sup>.—Statement, by divisions, of average daily miles run.

## FIRST DIVISION.

Railway post-office lines.	Length of route.		Number of crews on line.	Average run daily by crews.		Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.			
Alton Bay and Dover.....	28.42	113.68	1	113.68	12	This clerk runs in connection with Skowhegan Portland clerks. Four short stops, between Boston and Portland; average daily miles 103.80.	
Athol and Springfield.....	48.34	96.68	1	96.68	6		
Augusta and Portland.....	63.89	206.00	1	110.92	6		
Bangor and Boston .....	245.90	983.60	8	122.95	12	Two short stops; daily average, 99.44.	
Bangor and Boston (short run)...	57.78	115.56	2	77.04	6		
Bangor and Bucksport.....	19.24	76.96	1	76.96	12		
Bath and Lewiston .....	28.47	113.88	1	113.88	12	Three helpers on this line and Boston and Hopewell Junction, short run; daily average, 100.02 miles	
Belfast and Burnham.....	33.95	135.80	1	135.80	12		
Blanchard and Old Town .....	84.08	128.06	1	128.06	6		
Boston and Albany .....	203.25	811.00	8	101.83	124	Four short stops; daily average, 116.83 miles.	
Boston and Albany (short run)...	99.44	198.88	2	99.44	6		
Boston, Clinton and Fitchburgh.	90.48	118.96	1	118.96	6		
Boston and Greenville .....	60.33	120.66	1	120.66	6	One short stop; daily average, 95.76 miles.	
Boston and Hopewell Junction ..	215.23	430.46	4	107.61	6		
Boston and Hopewell Junction (short run).	118.30	236.60	2	118.30	6		
Boston, Nashua and Keene .....	96.23	192.46	2	96.23	6	One short stop; daily average, 92.06 miles.	
Boston and New York (short run).	135.73	271.46	2	106.48	6		
Boston and Providence .....	45.06	180.24	3	90.12	12		
Boston, Providence and New York	283.07	466.14	4	116.53	7	These clerks run from Lewiston to Portland, and return with Skowhegan and Portland clerks.	
Boston, Springfield and New York	235.17	1,411.02	12	117.58	20		
Boston and Troy.....	191.04	764.16	8	95.52	12		
Boston and Walpole .....	106.56	426.24	4	106.56	12	One of these clerks signs at the depot at Saybrook; daily average, 83.86 miles.	
Brattleborough and Palmer.....	56.33	112.66	1	112.66	6		
Cambridge Junction and Burlington.	84.47	68.94	1	68.94	6		
Canton and Mechanic's Falls ...	27.79	55.58	1	55.58	6	One of these clerks signs at the depot at Saybrook; daily average, 83.86 miles.	
Concord and Claremont .....	55.05	110.10	1	110.10	6		
Danbury and South Norwalk.....	23.61	94.44	1	94.44	12		
Essex Junction and Boston .....	241.86	483.72	2	120.93	6	These clerks run from Lewiston to Portland, and return with Skowhegan and Portland clerks.	
Farmington and Lewiston .....	47.12	167.88	2	83.69	6		
Hartford and State Line.....	87.86	271.72	2	135.86	12		
Hartford and Saybrook .....	43.68	174.72	2	87.36	12	One of these clerks signs at the depot at Saybrook; daily average, 83.86 miles.	
Keene and Springfield .....	74.51	149.02	1	149.02	6		
Lancaster and Boston.....	208.63	417.26	4	104.31	6		
Litchfield and Bethel .....	39.03	78.06	1	78.06	6	One of these clerks signs at the depot at Saybrook; daily average, 83.86 miles.	
Lowell and Ayer .....	16.98	67.92	1	67.92	12		
Lowell and Taunton .....	62.01	248.04	2	124.02	12		
Manchester and Peterborough ..	68.37	126.74	1	126.74	6	One of these clerks signs at the depot at Saybrook; daily average, 83.86 miles.	
Nashua and Worcester .....	46.76	93.52	1	93.52	6		
Newburyport and Boston .....	40.63	162.52	2	81.26	12		
New Haven and New York.....	77.05	154.10	1	154.10	6	One of these clerks signs at the depot at Saybrook; daily average, 83.86 miles.	
New London and New Haven....	51.81	207.24	2	103.62	12		
Newport and Springfield .....	239.80	479.60	4	119.90	6		
North Adams and Pittsfield .....	21.43	85.72	1	85.72	12	One of these clerks signs at the depot at Saybrook; daily average, 83.86 miles.	
North Andover and Lewiston .....	67.65	135.30	1	135.30	6		
North Conway and Portsmouth..	82.09	164.18	2	82.09	6		
Palmer and New London .....	65.30	130.60	1	130.60	6	One of these clerks signs at the depot at Saybrook; daily average, 83.86 miles.	
Peterborough and Worcester .....	53.80	107.60	1	107.60	6		
Pittsfield and Bridgeport .....	110.49	441.96	4	110.49	12		
Pittsfield and Lawrence .....	56.58	113.16	1	113.16	6	One of these clerks signs at the depot at Saybrook; daily average, 83.86 miles.	
Plymouth and Concord .....	51.40	102.80	2	102.80	6		

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run—Continued.

FIRST DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Portland and Boston.....	116.70	466.80	4	116.70	12	{ One short stop; daily average, 94.50 miles. One short stop; daily average, 95.50 miles.
Portland and Fryeburgh.....	50.37	100.74	1	100.74	6	
Portland and Gorham.....	92.16	184.32	1	184.32	6	
Portland and Island Pond <sup>1</sup> .....	149.78	299.56	3	99.84	6	
Portland and Rochester .....	52.74	105.48	1	105.48	3	
Portland and Swanton.....	232.90	465.80	4	116.45	6	
Portland and Worcester .....	147.34	294.68	3	98.22	6	
Portsmouth and Concord .....	59.25	118.50	1	118.50	6	
Portsmouth and Manchester....	41.52	83.04	1	83.04	6	
Providence and New London ...	65.24	260.96	2	130.48	12	
Providence and Pascoag.....	23.75	95.00	1	95.00	12	These clerks perform the service of the Augusta and Portland R. P. O.
Providence and Willimantic....	59.04	118.08	1	118.08	6	
Richford and Concord .....	190.17	380.34	4	95.08	6	
Richford and Saint Albans .....	28.91	57.82	1	57.82	6	
Rockland and Brunswick .....	58.78	235.12	2	117.56	12	
Rutland and Hoosac Junction ...	59.64	119.28	1	119.28	6	
Skowhegan and Portland .....	103.00	206.00	2	110.92	6	
South Londonderry and Brattleborough.	36.47	72.94	1	72.94	6	
Springfield and Hartford .....	32.29	129.16	1	129.16	12	
Saint Albans and Boston .....	265.40	1,061.60	8	132.70	12	
Saint Albans and Hoosac Junction.	159.36	318.72	3	106.24	6	One clerk as helper; daily average, 124.39 miles.
Vanceborough and Bangor.....	114.44	457.76	4	114.44	12	
Wells River and Montpelier....	38.64	77.28	1	77.28	6	
West Winsted and Bridgeport...	62.22	248.88	2	124.44	12	
White River Junc. and Springfield.	124.39	248.78	2	124.39	6	
Williamsburgh and New Haven.	85.59	342.36	3	114.12	12	
Willimantic and New Haven ....	54.69	109.38	1	109.38	6	
Winchendon and Palmer .....	49.94	99.88	1	99.88	6	
Winchendon and Worcester .....	38.05	76.10	1	76.10	6	
Worcester and Norwich .....	59.72	119.44	1	119.44	6	
Worcester and Providence.....	44.14	176.56	2	88.28	12	
Total .....	7,102.16	19,713.88	182	108.31	.....	

SECOND DIVISION.

Addison and Gaines .....	41.48	82.96	1	82.96	6	{ Sundays not included.
Albany and Binghamton.....	143.21	286.42	3	95.47	6	
Albany and New York .....	145.35	581.40	4	145.35	12	
Albany and Rochester.....	262.00	504.00	4	126.00	6	
Albany, Kingston, and New York	146.27	292.54	2	146.27	6	
Allentown and Harrisburgh.....	91.66	183.32	2	91.66	6	
Allentown and Pawling.....	43.82	87.64	1	87.64	6	
Attica and Cuba .....	59.37	118.74	1	118.74	6	
Auburn and Freeville.....	40.31	80.62	1	80.62	6	
Babylon and New York.....	37.40	75.80	1	75.80	6	
Batavia and Buffalo.....	47.39	94.78	1	94.78	6	
Belvidere and Philadelphia.....	102.54	205.08	1	205.08	6	
Bennington and Chatham.....	57.79	115.58	1	115.58	6	
Berlin and Salisbury .....	23.86	47.72	1	47.72	6	
Bethlehem and Philadelphia....	57.60	230.40	2	115.20	12	
Binghamton and New York.....	209.20	418.40	3	139.46	1	
Boston Corners and Poughkeepsie	38.06	76.12	1	76.12	6	
Branch Junction and Pittsburgh.	70.86	141.72	1	141.72	6	
Branchville and Waterloo .....	{ 12.68 22.02 }	{ 69.40 }	1	69.40	9.45	{ Including short run, Newton to Waterloo (12.68 miles) and return = 69.40 miles total daily run.

TABLE K<sup>h</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews	line.		
	Miles.	Miles.				
Brewster and New York.....	62.19	124.38	1	1		
Buffalo and Emporium.....	121.55	243.10	2	1		
Buffalo and Jamestown.....	98.79	197.58	1	108.88	6	Alternates with Dunkirk and Titusville R. P. O.
Buffalo and Pittsburgh.....	378.10	546.20	4	138.55	6	
Buffalo and West.....	49.56	99.12	1	99.12	6	
Butler and Freeport.....	21.46	85.84	1	85.84	12	
Canandaigua and Batavia.....	56.17	100.34	1	100.34	6	
Canandaigua and Elmira.....	69.17	138.34	1	99.53	6	Alternates with Elmira and Williamsport R. P. O.
Canastota and Elmira.....	118.76	237.52	2	118.76	6	
Carbondale and Scranton.....	17.46	104.76	1	104.76	6	
Cayuga and Ithaca.....	39.11	78.22	1	78.22	6	
Chambersburgh and Richmond Furnace.....	31.35	62.70	1	62.70	6	
Chatham and New York.....	136.44	531.76	5	104.35	12	
Clayton and Chestertown.....	52.71	65.42	1	65.42	6	
Clayton and Easton.....	44.52	89.04	1	89.04	6	
Columbia and Perryville.....	42.88	87.76	1	87.76	6	
Corning and Williamsport.....	113.99	227.78	1	140.93	6	Alternates with Geneva and Wellsborough R. P. O.
Curwinstown and Tyrone.....	47.45	94.90	1	94.90	6	
Danville and Buffalo.....	95.96	191.92	1	127.46	6	Alternates with Rochester and Corning R. P. O.
Driftwood and Red Bank Furnace.....	109.96	219.92	2	140.96	6	
Dunkirk and Titusville.....	91.41	182.82	2	166.80	6	Alternates with Buffalo and Jamestown R. P. O.
Easton and Hazleton.....	45.63	367.78	4	91.94	6	Short run, Easton to Mauch Chunk.
Elmira and Bloomingburgh.....	52.41	104.82	1	104.82	6	
Elmira and Wilkes Barre.....	124.13	248.26	1	248.26	6	Short run, New York and Elmira R. P. O.
Elmira and Williamsport.....	79.12	158.24	2	99.58	6	Alternates with Canandaigua and Elmira R. P. O.
Erie and Pittsburgh.....	148.06	296.12	3	92.06	6	
Fair Haven and Sayre.....	87.34	409.68	3	136.56	6	Short run, Auburn to Sayre.
Geneva and Wellsborough.....	117.50	196.82	2	140.93	6	Alternates with Corning and Williamsport R. P. O.
Georgetown and Franklin City.....	54.26	112.52	1	112.52	6	
Glyndon and Gettysburgh.....	51.42	205.68	2	102.84	12	
Greenport and New York.....	98.60	197.20	2	98.60	6	
Greenville and Butler.....	58.27	116.54	1	116.54	6	
Greenwood Lake and New York.....	50.06	100.12	1	100.12	6	
Greycourt and Belvidere.....	63.36	126.72	1	126.72	6	
Harrington and Lewes.....	40.79	81.58	1	81.58	6	
Harrisburgh and Baltimore.....	66.22	172.44	2	86.22	6	
Harrisburgh and Martinsburgh.....	94.79	379.16	3	126.39	12	
Hazleton and Sunbury.....	52.67	105.34	1	105.34	6	
Hightstown and Philadelphia.....	52.17	104.34	1	104.34	6	
Hornellville and Buffalo.....	91.69	183.38	2	91.69	6	
Huntingdon and Cumberland.....	90.69	181.38	2	90.69	6	
Indiana and Branch Junction.....	19.20	76.80	1	76.80	12	
Irvine and Oil City.....	50.31	100.62	1	100.62	6	
Ithaca and Owego.....	35.00	70.00	1	70.00	6	
Johnstown and Rockwood.....	45.71	91.42	1	91.42	6	
Kane and Callery.....	128.85	257.70	2	128.85	6	
Kingston and Goshen.....	44.28	88.56	1	88.56	6	
Lancaster and Frederick.....	81.67	163.34	2	81.67	6	
Larabee and Clermont.....	22.33	78.66	1	78.66	6	Runs to Olean (17 miles) and return.
Lock Haven and Harrisburgh.....	118.63	237.26	2	118.63	6	
Lock Haven and Tyrone.....	55.66	110.12	1	110.12	6	
Lyon and Sayre.....	92.22	184.44	2	92.22	6	

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Meadville and Oil City.....	36.67	73.34	1	73.34	3	
Middletown and New York.....	89.78	179.56	2	119.23	6	Alternates with Port Jervis and N. Y. R. P. O.
Millerton and Dutchess Junction.	57.97	115.94	1	115.94	6	
Monmouth Junction and Manasquan.	33.18	66.36	1	66.36	6	Distance given to Sea Girt.
Montandon and Spring Mills.....	45.39	90.78	1	90.78	6	
Montrose and Tunkhannock.....	29.16	58.32	1	58.32	6	
New Castle and Pittsburgh.....	61.20	122.40	1	122.40	6	
New York and Dunkirk.....	461.38	1,588.02	10	158.80	11.32	Double daily service between New York and Hornellsville, 332.63 miles.
New York and Elmira.....	303.58	607.16	4	151.79	6	
New York and Philadelphia.....	91.82	367.28	3	122.42	12	Part of New York and Pittsburgh R. P. O.
New York and Pittsburgh.....	443.20	*2,659.20	18	*147.73	20.50	Altoona and Harrisburg and Altoona and Pittsburgh not included.
New York and Point Pleasant...	60.64	363.84	3	121.28	18	
New York and Washington.....	227.90	*1,367.40	12	*113.95	20	
New York, Dover and Easton...	86.30	172.60	2	86.30	6	
New York and Hackettstown....	62.79	125.58	1	125.58	6	
New York, Somerville and Easton.	75.09	300.36	3	100.12	12	
Nineveh and Carbondale.....	57.38	114.76	1	114.76	6	
North Creek and Saratoga.....	58.25	116.50	1	116.50	6	
Northville and Fonda.....	26.79	107.16	1	107.16	12	
Norwood and Rome.....	146.92	293.84	2	146.92	6	
Nyack and New York.....	30.35	121.40	1	121.40	12	
Ogdensburgh and Utica.....	{ 91.93 } { 134.78 }	453.42	3	151.14	10.10	{ Including Watertown and Utica, short run, 91.93 miles=453.42 miles total run.
Oneida and New York.....	275.40	550.80	4	137.70	6	
Oswego and Binghamton.....	115.30	461.20	3	153.73	12	
Oswego and Oneida.....	58.33	116.66	1	116.66	6	
Penn Haven and Mount Carmel..	47.25	94.50	1	94.50	6	
Philadelphia and Atlantic City..	60.76	243.04	2	121.52	12	
Philadelphia and Baltimore.....	98.04	196.08	2	98.04	6	
Philadelphia and Bridgeton.....	39.60	158.40	2	79.20	12	
Philadelphia and Cape May.....	83.60	334.40	2	167.20	12	
Philadelphia and Crisfield.....	162.75	325.50	3	108.50	6	
Philadelphia and Dover.....	75.22	150.44	1	150.44	6	
Philadelphia and Harrisburgh...	106.55	426.20	4	106.55	12	Part of New York and Pittsburgh R. P. O.
Philadelphia and Port Deposit...	68.80	275.20	2	137.60	12	
Philadelphia and West Chester..	28.50	114.00	1	114.00	12	
Pittsburgh and Fairchance.....	75.84	151.68	1	151.68	6	
Pittsburgh and Washington.....	31.62	126.48	1	126.48	12	
Pittsburgh and West Brownsville.	54.34	108.68	1	108.68	6	
Pittsburgh and Wheeling.....	70.66	141.32	1	141.32	6	
Port Jefferson and Long Island City.	58.00	188.00	1	188.00	9.72	Double daily service between Port Jefferson and Westbury, 36 miles=144; single daily service, Westbury to Long Island City, 44; total, 188.
Port Jervis and New York.....	89.07	178.14	1	119.23	6	Part of New York and Dunkirk R. P. O.; alternates with Middletown and New York R. P. O.
Pottsville and Philadelphia.....	94.18	564.78	4	141.19	18	
Pottsville, Tamaqua, and Herndon.	78.74	272.76	2	136.38	10.39	Double daily service between Pottsville and Shamokin, 57.64 miles.
Reading and Columbia.....	45.78	91.56	1	91.56	6	
Reading and Wilmington.....	74.07	148.14	1	148.14	6	

\* Sundays not included.



TABLE K<sup>2</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.		Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Red Bank and Bridgeton .....	95.20	190.40	1	190.40	8	
Richland and Niagara Falls .....	{ 151.20 181.85 }	665.70	4	166.42	11	{ Including Oswego and Suspension Bridge, short run, 151.20 miles and return = 665.70 total run.
Richland and Syracuse .....	42.33	84.66	1	84.66	6	
Rochester and Corning .....	95.13	190.26	2	127.40	6	Alternates with Dans- ville and Buffalo R. P. O.
Rochester and Niagara Falls .....	74.89	149.78	2	74.89	6	
Rochester and Olean .....	106.53	213.06	2	106.53	6	
Rochester and Punxsutawney ..	228.32	456.64	4	114.16	6	
Rockaway and High Bridge .....	30.57	61.14	1	61.14	6	
Rondout and Stamford .....	74.32	148.64	2	74.32	6	
Rouse's Point and Albany .....	1216.53	433.04	4	108.26	6	
Rutland and Troy .....	94.26	188.52	2	94.26	6	
Sag Harbor and New York .....	100.75	201.50	2	100.75	6	
Salat Albans and Ogdensburg ..	143.05	286.10	2	143.05	6	
Scranton and Northumberland ..	80.48	160.96	2	80.48	6	
Seaford and Cambridge .....	83.64	167.28	1	67.28	6	
Sheffield and Erie .....	79.59	159.18	1	159.18	6	Williamsport and Erie R. P. O.; short run.
Slatington and Reading .....	43.68	87.36	1	87.36	6	
Sodus Point and Stanley .....	23.74	47.48	1	47.48	6	
South Amboy and Philadelphia ..	62.92	125.84	2	125.84	6	
State Line and Rhinecliff .....	41.16	82.32	1	82.32	6	
Stonesborough and New Castle ..	36.49	72.98	1	72.98	6	
Stony Point and New York .....	42.88	85.76	1	85.76	6	
Sunbury and Lewisport .....	51.08	102.16	1	102.16	6	
Suspension Bridge and Buffalo ..	24.35	48.70	1	48.70	12	In charge of registered pouches.
Syracuse and Earlville .....	48.66	97.32	1	97.32	6	
Syracuse and Rochester .....	104.71	209.42	2	104.71	6	
Townsend and Bernice .....	29.21	58.42	1	58.42	6	
Tower City and Lebanon .....	42.26	84.52	1	84.52	6	
Townsend and Centerville .....	35.21	70.42	1	70.42	6	
Two Bridges and Stroudsburg ..	47.90	95.80	1	95.80	6	
Utica and Binghamton .....	95.79	191.58	2	105.76	6	Alternates with Utica and Randallville R. P. O.
Utica and Randallville .....	31.47	125.88	1	105.76	12	Alternates with Utica and Binghamton R. P. O.
Wellsville and Bradford .....	56.45	112.90	1	112.90	6	
Whiting and Tuckerton .....	29.09	118.36	1	118.36	12	
Williamsport and Baltimore .....	179.83	359.66	3	119.89	6	
Williamsport and Erie .....	249.68	499.36	4	124.84	6	See Sheffield and Erie, short run.
Williamsport and Reading .....	141.87	283.74	2	141.87	6	
Wilmington and Landenburgh ..	20.38	40.76	1	40.76	6	
York and Peach Bottom .....	40.83	81.66	1	81.66	6	
Total .....	13,591.49	34,558.44	299	115.59		

## THIRD DIVISION.

Alexandria and Round Hill .....	50.61	101.22	1	101.22	6
Alexandria and Strasburgh .....	88.49	176.98	2	88.49	6
Annapolis and Annapolis Junction ..	21.06	42.12	1	42.12	6
Baltimore and Bristol .....	477.57	955.14	8	119.39	7
Baltimore and Grafton .....	293.75	1,762.50	12	146.88	21
Baltimore and Lexington .....	244.53	489.06	4	122.40	6
Baltimore and Washington .....	43.87	87.74	1	87.74	6
Baltimore and Williamsport .....	94.12	188.24	2	94.12	6

\* 3 months in the year clerks perform double daily service.

† This line is in two (2) divisions—Rouse's Point and Whitehall, 114.54 miles, and Albany and Rutland, 101.98.

TABLE K<sup>2</sup>.—Statement, by divisions, of average daily miles run—Continued.

## THIRD DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Bowie and Pope's Creek .....	43.14	98.28	1	98.28	6	
Bristol and Chattanooga .....	242.21	968.84	6	121.10	14	
Charlotte and Shelby .....	55.43	110.84	1	110.84	6	
Clarksburgh and Weston .....	28.06	52.10	1	52.10	6	
Clifton Forge and Huntington ...	227.36	454.78	4	113.69	7	
Cranberry and Johnson City ....	34.11	68.22	1	68.22	6	
Cumberland and Piedmont .....	33.73	134.92	1	134.92	12	
Cumberland and Pittsburgh .....	150.73	301.46	2	100.48	6	
Delta and Baltimore .....	47.50	95.00	1	95.00	6	
Elba and Rocky Mount .....	37.26	74.52	1	74.52	6	
Fredericksburgh and Orange C. H.	33.70	77.40	1	77.40	6	
Goldsbrough and Greensbor- ough .....	130.01	260.02	2	130.01	7	
Goldsbrough and Morehead City.	96.19	192.38	2	96.19	6	
Grafton and Parkersburgh .....	104.54	209.08	2	104.54	6	
Grafton and Wheeling .....	99.44	198.88	2	99.44	7	
Greensborough and Winston .....	22.10	116.40	1	116.40	12	
Hagerstown and Weverton .....	24.52	98.08	1	98.08	12	
Lovely Mount and Pocahontas...	171.94	343.88	2	171.94	7	Clerks run to Lynch- burgh, Va.
Lynchburgh and Bristol .....	204.48	408.96	4	102.24	7	
Norfolk and Edenton .....	75.25	150.50	2	75.25	6	
Norfolk and Lynchburgh .....	205.21	410.42	4	102.60	7	
Norfolk and Raleigh .....	179.00	358.00	2	179.00	6	
Norfolk, Newport News, and Richmond .....	91.83	183.64	1	183.64	6	
Ore Hill and Fayetteville .....	46.96	93.92	1	93.92	6	
Point Pleasant and Charleston...	57.96	115.92	1	115.92	6	
Raleigh and Hamlet .....	97.57	195.14	2	97.57	6	
Richmond, Lynchburgh, and Clifton Forge .....	220.54	441.08	4	115.27	6	
Richmond and Clifton Forge ....	192.47	384.94	6	105.60	12	
Richmond and Danville .....	141.08	282.16	2	141.08	7	
Richmond and Wilmington .....	246.17	492.34	6	122.08	14	
Rogersville and Bull's Gap .....	18.27	36.54	1	36.54	6	
Salisbury and Warm Springs .....	183.03	366.06	2	183.03	6	
Statesville and Charlotte .....	45.14	90.28	1	90.28	6	
Warm Springs and Knoxville .....	91.39	182.78	2	91.39	7	
Washington and Charlotte .....	382.04	1,628.16	12	127.34	14	
Washington and Richmond .....	116.93	701.58	10	116.93	18	
Wilmington and Charlotte .....	188.40	376.80	2	188.40	6	
West Point and Richmond .....	39.07	78.14	1	78.14	6	
Total .....	5,741.78					

## FOURTH DIVISION.

Albany and Thomasville .....	58.93	117.84	1	117.84	6	
Athens and Union Point .....	40.48	80.96	1	80.96	6	
Atlanta and Birmingham .....	167.38	334.76	2	167.38	7	
Atlanta and Macon .....	103.81	207.62	2	103.81	6	
Atlanta and Montgomery .....	175.68	351.36	2	175.68	14	
Atlanta and Savannah .....	294.08	588.16	4	147.04	7	
Augusta and Atlanta .....	171.59	343.18	2	171.59	14	
Augusta and Millen .....	53.51	107.02	1	107.02	6	
Augusta and Port Royal .....	112.52	225.04	2	112.52	7	
Brunswick and Albany .....	171.73	343.46	2	171.73	6	
Cairo and New Orleans .....	552.52	1,105.04	9	122.78	7	
Cairo and West Point .....	260.68	521.36	4	130.34	7	
Camak and Macon .....	78.59	157.18	1	157.18	6	
Charleston and Augusta .....	139.22	278.44	2	139.22	6	
Charleston and Jacksonville .....	228.68	457.36	2	228.68	14	
Charlotte and Atlanta .....	268.22	536.44	2	268.22	14	
Charlotte and Augusta .....	192.00	384.00	2	192.00	7	
Chattanooga and Atlanta .....	128.55	257.10	2	128.55	21	
Chattanooga and Meridian .....	296.71	593.42	2	296.71	7	
Cleveland and Selma .....	264.95	529.90	2	264.95	7	
Columbia and Charleston .....	132.77	265.54	2	132.77	7	
Columbia and Walhalla .....	161.68	323.36	2	161.68	6	
Columbus and Troy .....	85.70	171.40	2	85.70	7	

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run—Continued.

FOURTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Du Pont and Newnansville .....	104. 10	208. 20	1	145. 24	7	32.22 miles of route covered by closed pouches.
Eatonton and Gordon .....	38. 73	77. 46	1	77. 46	6	
Ellijay and Marietta .....	57. 75	115. 50	1	115. 50	6	
Fernandina and Cedar Keys .....	155. 22	310. 44	3	103. 48	6	
Flomaton and Pensacola .....	44. 84	89. 68	1	89. 68	7	
Florence and Augusta .....	164. 37	328. 74	2	164. 37	7	
Good Water and Opelika .....	60. 15	120. 30	1	120. 30	6	
Greenville and Belton .....	26. 27	52. 54	1	52. 54	6	
Greenwood and Augusta .....	68. 52	137. 04	1	137. 04	6	
Griffin and Carrollton .....	60. 37	120. 74	1	120. 74	6	
Hendersonville and Columbia .....	143. 36	286. 72	3	95. 57	6	
Hood and Columbus .....	34. 12	68. 24	1	68. 24	6	
Jackson and Natchez .....	99. 55	199. 10	2	99. 55	7	
Jacksonville and Pensacola .....	369. 02	738. 04	6	123. 00	7	
Lanes and Sumter .....	40. 53	81. 06	1	81. 06	6	
Macon and Brunswick .....	190. 60	381. 20	3	127. 06	7	
Macon and Montgomery .....	224. 51	449. 02	4	112. 25	7	
Macon and Opelika .....	129. 67	259. 34	2	129. 67	7	
Memphis and Grenada .....	101. 60	203. 20	2	101. 60	7	
Meridian and Vicksburg .....	140. 70	281. 40	3	93. 80	7	
Montgomery and New Orleans ..	321. 85	1, 287. 40	9	143. 04	14	
Montgomery and Selma .....	51. 21	102. 42	1	102. 42	7	
New Orleans and Alexandria .....	230. 24	460. 48	4	115. 12	7	
New Orleans and Houston .....	362. 74	725. 48	5	145. 09	7	
New Orleans and Marshall .....	369. 37	738. 74	5	147. 75	7	
Newton and Lancaster .....	108. 80	217. 60	2	108. 80	6	
Rome and Macon .....	162. 12	324. 24	2	162. 12	6	
Sanford and Tampa .....	115. 25	230. 50	2	115. 25	6	
Selma and Acron Junction .....	71. 86	143. 72	1	143. 72	6	
Selma and Meridian .....	114. 28	228. 56	2	114. 28	7	
Selma and Pine Apple .....	47. 79	95. 58	1	95. 58	6	
Smithville and Blakely .....	73. 54	147. 08	1	147. 08	6	
Tallah and Athens .....	72. 76	145. 52	2	72. 76	6	
Toccoa and Elberton .....	51. 45	102. 90	1	102. 90	6	
Vicksburgh and Laneville .....	147. 01	294. 02	2	147. 01	7	
Wadesborough and Florence .....	66. 82	132. 64	1	132. 64	6	
Waldo and Wildwood .....	76. 08	152. 16	1	152. 16	6	
Way Cross and Chattahoochee ..	164. 21	328. 42	3	109. 47	7	
West Point and Mobile .....	232. 99	465. 98	4	116. 49	7	
Wilmington and Charleston .....	213. 53	854. 12	7	122. 01	14	
Total .....	9, 516. 55	22, 567. 38	179	126. 07	.....	

FIFTH DIVISION.

Ashland and Richardson .....	50. 36	100. 72	1	100. 72	6	
Ashtabula and New Castle .....	81. 13	162. 26	2	81. 13	6	
Bayard and New Philadelphia .....	32. 89	64. 78	1	64. 78	6	
Bellaire and Zanesville .....	112. 57	225. 14	2	112. 57	6	
Bowling Green and Memphis .....	264. 14	528. 28	4	132. 07	7	
Benton Harbor and Anderson .....	164. 97	329. 94	2	164. 97	6	
Cambridge City and Madison .....	108. 91	217. 82	2	108. 91	6	
Canton and Sherrodsville .....	48. 77	97. 54	1	97. 54	6	
Chattanooga and Memphis .....	310. 79	621. 58	5	124. 31	7	
Chicago and Cincinnati .....	307. 24	1, 228. 96	8	153. 62	13	
Chicago and Louisville .....	323. 72	647. 44	4	161. 86	6	
Chicago, Richmond and Cincinnati.	295. 94	591. 88	4	147. 97	6	
Cincinnati and Chattanooga .....	337. 50	675. 00	4	168. 75	7	
Cincinnati and Georgetown .....	40. 48	80. 96	1	80. 96	6	
Cincinnati, Hamilton and Indianapolis.	125. 57	251. 14	2	125. 57	6	
Cincinnati and Louisville .....	110. 52	221. 04	2	110. 52	6	
Cincinnati and New Richmond ..	27. 80	55. 60	1	55. 60	6	
Cincinnati and Richmond .....	119. 35	238. 78	2	119. 35	6	
Cincinnati and Nashville .....	300. 14	1, 200. 56	8	150. 07	14	
Cincinnati, North Vernon and Louisville.	129. 63	259. 26	2	129. 63	6	

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run—Continued.

## FIFTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Cincinnati and Saint Louis.....	341.99	1,367.96	8	170.99	14	
Cleveland, Hudson and Columbus	171.33	342.66	3	114.22	6	
Cleveland and Cincinnati.....	245.44	981.76	8	122.72	14	
Cleveland and Indianapolis.....	283.00	566.00	4	141.50	7	
Cleveland and Sharpsville.....	84.50	169.00	2	84.50	6	
Cleveland, Youngstown and Pittsburgh.	135.54	271.08	3	90.36	7	
Cleveland and Pittsburgh.....	149.30	895.80	9	99.53	18	
Cleveland and Wheeling.....	168.67	337.34	4	84.33	6	
Cleveland and New Lisbon.....	91.24	182.48	2	91.24	6	
Cleveland and Coshocton.....	115.56	231.12	2	115.56	6	
Cleveland and Zoar Station.....	76.12	152.24	2	76.12	6	
Columbia and Fayetteville.....	48.55	97.10	1	97.10	6	
Columbia and Lawrenceburg....	38.30	76.60	1	76.60	6	
Columbus and Cincinnati.....	121.61	243.22	2	121.61	6	
Columbus and Athens.....	77.47	309.88	3	103.29	12	
Columbus and Ashland.....	138.07	532.28	4	133.07	12	
Columbus, Springfield and Indianapolis.	185.66	371.32	4	92.83	6	
Columbus and Middleport.....	89.51	179.02	1	179.02	6	At present there is but one clerk on this line, who runs between Columbus and Athens, a distance of 89.51 miles, making a daily average of 179.02 miles.
Crestline and Chicago.....	280.62	561.24	4	140.31	6	
Dayton and Ironton.....	168.76	337.52	3	112.50	6	
Decherd and Fayetteville....	40.37	80.74	1	80.74	6	
Delaware and Columbus.....	25.70	51.40	1	51.40	6	
Delphos and Saint Louis.....	378.11	756.22	6	126.03	6	In 3 sections, Delphos to Frankfort, Frankfort to Charleston, Charleston to Saint Louis.
Dresden and Cincinnati.....	185.22	370.44	3	123.48	6	Double daily service between Dresden and Washington C. H., Ohio.
	148.73	297.46	2	148.73	6	
Doyle's Station and Tullahoma..	56.82	113.64	1	113.64	6	
Evansville and Nashville.....	157.81	315.62	3	105.21	6	
Evansville, Fort Branch and Mount Vernon.	58.68	117.36	1	117.36	6	
Fairland and Martinsville.....	38.06	76.12	1	76.12	6	
Fort Wayne and Cincinnati.....	178.46	356.92	3	118.97	6	
Grafton and Cincinnati.....	299.74	1,198.96	8	149.87	14	
Grafton and Chicago, east division.	200.25	400.50	4	100.12	6	Grafton to Newark.
Grafton and Chicago, west division.	359.75	719.50	4	179.87	6	Newark to Chicago.
Grand Rapids and Cincinnati...	309.67	619.34	4	154.83	6	
Greenup and Willard.....	35.49	70.98	1	70.98	6	
Hamden and Portsmouth.....	56.36	112.72	1	112.72	6	
Huntington and Lexington.....	140.94	281.88	2	140.94	6	
Indianapolis and Louisville.....	111.21	444.84	4	111.21	14	
Indianapolis and Madison.....	86.51	173.02	1	173.02	6	
Indianapolis and Peoria.....	212.41	424.82	4	106.20	6	
Indianapolis and Saint Louis...	266.00	532.00	4	133.00	6	
Indianapolis and Terre Haute...	73.16	146.32	1	146.32	6	
Indianapolis, Vandalia and Saint Louis.	241.08	482.16	4	120.54	6	
Indianapolis and Vincennes.....	116.70	233.40	2	116.70	6	
Jasper and Evansville.....	55.63	111.26	1	111.26	6	
Kent and Cincinnati.....	257.62	515.24	4	128.81	6	
Knoxville and Marysville.....	18.45	36.90	1	36.90	6	Discontinued January 1, 1884.
Lebanon and Nashville.....	31.98	63.96	1	63.96	6	
Logan and Nelsonville.....	33.25	66.50	1	66.50	6	
Logan and Pomeroy.....	84.25	337.00	3	112.33	12	
Logansport and Columbus.....	197.44	394.88	8	131.62	6	
Louisville and Knoxville.....	267.61	535.22	4	133.80	7	

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run—Continued.

FIFTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Lexington and Louisville .....	94.49	188.98	2	94.49	6	
Louisville and Mount Vernon....	190.37	380.74	3	126.91	6	
Louisville and Nashville.....	187.60	375.20	3	125.06	6	
Louisville and Paducah .....	227.91	455.82	4	113.95	7	
Louisville and Bloomfield.....	58.16	116.32	1	116.32	6	
Marion and Chicago .....	289.64	539.28	4	134.82	6	
Mayeville, Paris and Cincinnati..	129.06	258.12	2	129.06	6	
Michigan City and Indianapolis..	161.17	322.34	3	107.44	6	
Michigan City, Monon and Indianapolis.	154.17	308.34	3	102.78	6	
Muncie and Bloomington .....	201.75	403.50	4	100.87	6	
Marmont and Terre Haute.....	150.34	300.68	2	150.34	6	
Nashville and Montgomery.....	306.21	612.42	4	153.10	7	
Nashville and Hickman.....	170.56	341.12	3	113.71	6	
Nashville and Chattanooga.....	151.62	303.24	3	101.08	7	
New Castle and North Vernon...	70.06	140.12	1	140.12	6	
Newark and Shawnee .....	43.30	86.60	1	86.60	6	
Owensborough and Russellville..	73.12	146.24	2	73.12	7	
Paducah and Memphis .....	167.61	335.22	3	111.74	7	
Phalanx Station and Alliance....	25.17	50.34	1	50.34	6	
Pittsburgh and Saint Louis, east division.	381.00	1,524.00	10	152.40	14	Pittsburgh to Indianapolis.
Pittsburgh and Saint Louis, west division.	243.49	973.96	8	121.74	14	Indianapolis to Saint Louis.
Pittsburgh and Cincinnati.....	313.78	1,255.12	8	156.89	14	
Pittsburgh and Chicago, east division.	188.92	377.84	4	94.46	7	Pittsburgh to Crestline.
Pittsburgh and Chicago, west division.	280.62	561.24	4	140.31	7	Crestline to Chicago.
Pittsburgh and Crestline .....	188.92	377.84	4	94.46	6	
Pittsburgh and Bellaire.....	94.68	189.36	2	94.68	6	
Parkersburg and Cincinnati.....	196.05	392.10	4	98.02	6	
Painesville and Youngstown ....	62.11	124.22	1	124.22	6	
Portsmouth and Cincinnati.....	107.19	214.38	2	107.19	6	
Richmond and Stanford.....	35.16	70.32	1	70.32	6	
Sandusky, Newark and Wheeling	225.87	451.74	4	112.93	7	
Salamanca and Kent.....	191.80	383.60	4	95.90	7	
Sandusky and Cincinnati.....	211.18	422.36	4	105.59	6	
Sandusky and Muncie .....	178.57	357.14	3	119.04	6	
Springfield and Wellston .....	118.89	237.78	2	118.89	6	
Switz City and Bedford.....	41.29	82.58	1	82.58	6	
Terre Haute and Evansville.....	110.45	220.90	2	110.45	6	
Terre Haute and Worthington...	40.63	81.26	1	81.26	6	
Toledo and Bush.....	177.49	354.98	3	118.32	6	
Toledo and Cincinnati.....	202.54	810.16	8	101.27	13	
Toledo and Columbus.....	125.38	250.76	2	125.38	6	
Toledo and Mansfield.....	87.98	175.96	2	87.98	6	
Toledo, Delphos and Cincinnati ..	229.72	459.44	4	114.86	6	
Toledo and La Fayette .....	203.84	407.68	4	101.92	6	
Toledo and Saint Louis .....	436.98	873.96	6	145.66	7	
Toledo and Marietta.....	262.34	524.68	4	131.17	6	
Tracy City and Cowan .....	22.31	44.62	1	44.62	6	
Union City and Dayton.....	47.48	94.96	1	94.96	6	
Washington and Evansville .....	58.64	117.28	1	117.28	6	
Xenia and Richmond .....	58.17	116.34	1	116.34	6	
Total .....	18,773.56	45,092.70	367	121.77		

SIXTH DIVISION.

Abbotsford and Eau Claire .....	65.21	130.42	1	130.42	6	
Aberdeen and Mitchell .....	129.47	258.94	2	129.47	6	
Albert Lea and Burlington .....	253.14	506.28	4	126.57	6	
Ashland and Menasha.....	251.55	503.10	3	167.70	6	
Austin and Mason City.....	40.74	81.48	1	81.48	6	
Beardstown and Shawneetown ..	228.35	456.90	4	114.18	6	In two divisions.
Bellevue and Cascade.....	36.32	72.64	1	72.64	6	
Bement and Effingham .....	62.26	124.52	1	124.52	6	
Bethany Junction and Grant City	44.28	88.56	1	88.56	6	
Billings and Helena .....	240.25	480.50	4	120.13	7	
Bismarck and Glendive.....	220.96	441.92	4	110.48	7	

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Bloomington and Rood House ...	110.75	221.50	2	110.75	6	
Bluffs and Hannibal .....	50.01	100.02	1	100.02	6	
Boone and Des Moines .....	48.80	96.60	1	96.60	6	
Buda and Yates City .....	48.85	96.70	1	96.70	6	
Bureau and Peoria .....	47.08	94.06	1	94.06	6	
Burlington and Brighton .....	56.69	113.38	1	113.38	6	
Burlington and Council Bluffs...	291.00	1,164.00	8	145.50	14	Double daily service.
Burlington and La Cede .....	181.34	362.68	8	120.89	6	
Burlington and Quincy .....	72.00	144.00	1	144.00	6	
Burlington and Saint Louis .....	214.19	428.38	4	107.10	6	
Cable and Hudson .....	123.02	246.04	2	123.02	6	
Calmar and Chamberlain .....	399.02	798.04	7	114.01	6	In two divisions.
Calmar and Davenport .....	165.70	331.40	8	110.47	6	
Carroll and Mapleton .....	64.52	125.04	1	125.04	6	
Cedar Rapids and Council Bluffs.	270.77	1,183.08	8	135.38	12	Double service.
Cedar Rapids and Worthington .	253.42	506.84	8	168.95	6	
Central City and Nebraska City.	151.20	302.40	2	151.42	6	
Centralia and Cairo .....	112.79	225.58	2	112.79	6	
Centreville and Humeston .....	41.34	82.68	1	82.68	6	
Chariton and Albany .....	97.00	194.00	1	194.00	6	
Chicago, Decatur and Saint Louis	286.80	573.60	4	143.40	6	
Chicago, Foreston and Dubuque.	200.04	400.08	4	100.02	6	
Chicago, Freeport and Dubuque.	189.72	379.44	4	94.86	6	
Chicago, McGregor, and Saint {	238.10	476.20	4	119.05	6	Chicago and McGregor.
Paul.	212.53	425.06	4	106.27	6	McGregor and St. Paul.
Chicago, Savanna and Cedar Rapids.	233.44	466.88	4	116.72	6	
Chicago and Burlington .....	207.50	830.00	8	103.75	14	Double daily service.
Chicago and Cedar Rapids .....	220.40	881.60	8	110.20	12	Double service.
Chicago and Centralia .....	252.96	1,011.84	8	126.48	13	Do.
Chicago and Minneapolis .....	423.15	1,712.60	12	141.05	14	Double daily service.
Chicago and Pekin .....	153.00	306.00	8	102.00	6	
Chicago and Portago .....	176.90	353.80	8	117.93	5	
Chicago and Quincy .....	263.50	527.00	4	131.75	7	Chicago and Quincy.
Chicago and Saint Louis .....	100.00	200.00	2	100.00	7	Galesburgh and Quincy.
Chicago and Streator .....	284.70	1,138.80	8	142.35	13	Double service.
Chicago and Terre Haute .....	97.70	195.40	2	97.70	6	
Chicago and West Liberty .....	180.02	360.04	8	120.01	6	
Chicago and Winona .....	221.52	886.08	8	110.76	12	Do.
Clarinda and Corning .....	297.70	1,190.80	8	148.85	13	Do.
Clinton and Anamosa .....	46.86	92.72	1	92.72	6	
Columbia and Huron .....	71.80	143.60	1	143.60	6	
Columbia and Albion .....	97.31	194.62	2	97.31	6	
Columbus and Albion .....	43.45	86.90	1	86.90	6	
Columbus and Atchison .....	220.50	441.00	4	110.25	6	
Crete and Red Cloud . . . . .	150.11	300.22	2	150.11	6	
Crookston and Devil's Lake .....	114.35	228.70	2	114.35	6	
Danville and Cairo .....	259.10	518.20	4	129.55	6	
Dnnville and Olney .....	108.82	217.64	1	217.64	6	
Davenport and Cameron .....	283.45	566.90	4	141.73	6	
Davenport and Knoxville .....	143.00	286.00	2	143.00	6	
Des Moines, Percy and Albia . .	67.97	135.94	1	135.94	6	
Des Moines and Albia .....	68.46	136.92	2	68.46	6	
Des Moines and Decatur .....	85.50	171.00	1	171.00	6	
Des Moines and Keokuk .....	163.08	326.16	2	163.08	6	
Des Moines and Winterset .....	42.90	85.80	1	85.80	6	
Dubuque and Mendota .....	182.29	364.58	2	182.29	6	
Dubuque and Sioux City .....	327.64	1,310.56	10	131.05	12	Do.
Duluth and Saint Paul .....	154.80	309.60	3	103.20	6	
Dwight and Washington .....	70.13	140.26	1	140.26	6	
Eau Claire and Wabasha .....	49.40	98.80	1	98.80	6	
Emerson and Norfolk .....	46.96	93.92	1	93.92	6	
Evansville and Saint Louis .....	164.70	328.40	3	109.37	6	
Fargo, Breckenridge and Saint Paul.	208.48	536.96	4	134.24	6	
Fargo and La Moure .....	88.15	176.30	1	176.30	6	
Farley and Cedar Rapids .....	57.81	115.62	1	115.62	6	
Fonda and Des Moines .....	115.17	230.34	2	115.17	6	
Fond du Lac and Milwaukee ....	64.18	128.36	1	128.36	6	
Foreston and Aurora .....	81.58	163.16	2	81.58	6	
Fort Howard and Chicago .....	243.33	486.66	4	121.67	6	
Fort Howard and Winona .....	215.40	430.80	3	146.93	6	

TABLE K<sup>2</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.		
	Miles.	Miles.			
Fort Madison and Birmingham ..	41.81	83.63	1		
Galesburgh and Havana .....	62.03	124.06	1		
Galva and Burlington .....	85.15	170.30	1	170.30	6
Gilman and Springfield .....	112.77	225.54	2	112.77	6
Glendive and Billings .....	225.28	450.56	2	112.77	7
Granger and Weiser .....	516.48	1,032.96	6	172.83	7
Green Bay and Milwaukee .....	114.50	229.00	2	114.50	6
Hastings and Cologne .....	55.58	111.16	1	111.16	6
Hastings and Kearney .....	29.29	58.58	1	58.58	6
Havana and Springfield .....	48.13	96.26	1	96.26	6
Horicon and Portage .....	48.87	97.74	1	97.74	6
Hudson and Des Moines .....	96.97	193.94	1	193.94	6
Humeston and Shenandoah .....	112.91	225.82	2	112.91	6
Indianapolis and Decatur .....	152.50	305.00	2	152.50	6
Indianola and Chariton .....	38.74	77.48	1	77.48	6
Ishpeming and Fort Howard .....	179.56	359.12	2	179.56	7
Jacksonville and Centralia .....	112.00	224.00	2	112.00	6
Jewell and Des Moines .....	60.02	120.04	1	120.04	6
Jewell and Lake City .....	58.74	117.48	1	117.48	6
Kankakee and Kankakee Junction.	71.52	143.04	1	143.04	6
Kankakee and Seneca .....	42.20	84.40	1	84.40	6
Kempton and Bloomington .....	57.77	115.54	1	115.54	6
Kenosha and Rockford .....	78.42	156.84	1	156.84	6
Keokuk and Centerville .....	90.50	181.00	2	90.50	6
Keokuk and Clayton .....	42.09	84.18	1	84.18	6
La Crosse and Dubuque .....	122.47	244.94	2	122.47	6
La Crosse and Mankato .....	188.80	377.60	2	188.80	6
La Crosse and Woonsocket .....	400.45	800.90	6	133.48	6
La Fayette and Quincy .....	271.00	542.00	4	135.50	6
Lake Crystal and Eagle Grove .....	110.48	220.96	2	110.48	6
Lake Geneva and Elgin .....	44.15	88.30	1	88.30	6
Lake Station and Joliet .....	45.68	91.36	1	91.36	6
Little Falls and Morris .....	88.83	177.66	2	88.83	6
Logansport and Keokuk .....	288.02	576.04	4	144.01	6
McCook and Denver .....	255.53	511.06	2	255.53	7
McLeansboro and Shawneetown .....	41.00	82.00	1	82.00	6
Maquoketa and Davenport .....	48.55	97.10	1	97.10	6
Marion and Council Bluffs .....	261.90	523.80	4	130.95	6
Marion and Running Water .....	62.72	125.44	1	125.44	6
Marquette and L'Ance .....	63.81	127.62	1	127.62	6
Mason City and Albia .....	168.55	337.10	2	168.55	6
Mayville and Breckenridge .....	98.90	197.80	2	98.90	6
Menasha and Schlesinger .....	68.26	136.52	1	136.52	6
Mendota and Centralia .....	211.99	423.98	4	105.99	6
Mendota and Fulton .....	65.26	130.52	1	130.52	6
Merrill and Tomah .....	107.50	215.00	2	107.50	6
Milton and Mineral Point .....	90.65	181.30	2	90.65	6
Milwaukee and Chicago .....	86.14	172.28	4	86.14	12 Double service.
Milwaukee and Lancaster .....	168.40	336.80	2	168.40	6
Milwaukee and Prairie du Chien .....	194.50	389.00	4	97.25	6
Minneapolis and Aberdeen .....	288.15	576.30	5	115.26	6 In two divisions.
Minneapolis and Angus .....	108.21	216.42	2	108.21	6 { Minneapolis and Albert Lea.
Minneapolis and Birch Cooley .....	151.53	303.06	2	151.53	6 { Albert Lea and Angus.
Missouri Valley and Valentine .....	100.84	201.68	1	201.68	6
Mona and Waterloo .....	306.10	612.20	6	102.03	6
Montfort and Galena .....	80.88	161.76	2	80.88	6
Montfort and Galena .....	54.08	108.16	1	108.16	6
Morning Sun and Oskaloosa .....	81.82	163.64	1	163.64	6
Mount Pleasant and Keokuk .....	50.40	100.80	1	100.80	6
Muscatoine and Montezuma .....	96.87	193.74	1	193.74	6
Nebraska City and Beatrice .....	95.24	190.48	2	95.24	6
Neche and Breckenridge .....	208.78	417.56	2	108.79	6
Norfolk and Columbus .....	50.44	100.88	1	100.88	6
North Judson and Streator .....	110.20	220.40	2	110.20	6
North Loup and Grand Island .....	50.03	100.06	1	100.06	6
Omaha and Denver .....	578.18	1,156.36	6	190.06	7 6 clerks through; 4 clerks, Omaha and Julesburgh.
Omaha and McCook .....	325.10	650.20	4	162.55	7



TABLE K<sup>k</sup>—Statement, by divisions, of average daily miles run—Continued.

SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Omaha and Ogden .....	1, 035. 30	2, 070. 60	9	230. 07	7	{ Omaha and Ogden, 9 clerks. Omaha and Cheyenne, 6 sets, 3 each.
	516. 00	1, 032. 00	6	172. 00	7	
Omaha and Stromsburg .....	126. 50	253. 18	2	126. 50	6	In two divisions.
Oshkosh and Milwaukee .....	104. 90	209. 80	1	209. 80	6	
Peoria and Evansville .....	250. 10	500. 20	4	125. 05	6	
Peoria and Galesburgh .....	52. 80	105. 60	1	105. 60	6	
Peoria and Jacksonville .....	84. 50	169. 00	1	169. 00	6	
Peoria and Keithsburg .....	92. 70	185. 40	2	92. 70	6	
Peoria and Terre Haute .....	176. 90	353. 80	3	117. 93	6	
Portage and Madison .....	40. 51	81. 02	1	81. 02	6	
Postville and Cedar Rapids .....	98. 67	197. 34	1	197. 34	6	
Powers and Florence .....	42. 00	84. 00	1	84. 00	7	
Quincy and Louisiana .....	44. 96	89. 92	1	89. 92	6	
Racine and Rock Island .....	197. 88	395. 76	3	131. 92	6	
Red Oak and Eastport .....	50. 86	101. 72	1	101. 72	6	
Red Wing and Waterville .....	66. 73	133. 46	1	133. 46	6	
Reno and Preston .....	57. 70	115. 40	1	115. 40	6	
Rice Lake and Eau Claire .....	57. 39	114. 78	1	114. 78	6	
Rock Island and Peoria .....	92. 20	184. 40	2	92. 20	6	
Rock Island and Saint Louis .....	248. 99	497. 98	4	124. 50	6	
Ruthven and Des Moines .....	137. 59	275. 18	2	137. 59	6	
Saint Louis and Cairo .....	153. 60	307. 20	3	102. 40	6	
Saint Louis and El Dorado .....	124. 50	249. 00	3	41. 50	6	
Saint Paul and Bismarck .....	470. 20	940. 40	7	134. 34	7	
Saint Paul and Elroy .....	197. 08	394. 16	4	98. 54	6	
Saint Paul and Sioux City .....	270. 43	540. 86	4	135. 22	6	
Saint Paul and Sioux Falls .....	240. 57	481. 14	4	120. 29	6	
Saint Vincent and Saint Paul .....	389. 65	779. 30	6	129. 88	6	
Shabbona and Rock Falls .....	46. 30	92. 60	1	92. 60	6	
Sheboygan and Princeton .....	79. 06	158. 12	1	158. 12	6	
Sidney and Havana .....	112. 38	224. 76	2	112. 38	6	
Sioux City and Missouri Valley .....	76. 10	152. 20	2	76. 10	6	
Sioux City and Omaha .....	128. 93	257. 86	2	128. 93	6	
Sioux City and Yankton .....	62. 60	125. 20	1	125. 20	6	
Sioux Falls and Sioux City .....	91. 18	182. 36	1	182. 36	6	
Sparta and Viroqua .....	35. 65	71. 30	1	71. 30	6	
Springfield and Grafton .....	85. 30	170. 60	2	85. 30	6	
Sterling and Rock Island .....	52. 43	104. 86	1	104. 86	6	
Stevens Point and Portage .....	73. 84	147. 68	1	147. 68	6	
Streator and Forest .....	37. 40	74. 80	1	74. 80	6	
Summit Lake and Milwaukee .....	225. 46	450. 92	3	150. 31	6	
Sumner and Hampton .....	65. 33	130. 66	1	130. 66	6	
Switz City and Effingham .....	89. 14	178. 28	2	89. 14	6	Do.
Tama City and Hawarden .....	243. 34	486. 66	4	121. 67	6	
Tamaroa and Chester .....	40. 79	81. 58	1	81. 58	6	Double service.
Tracy and Pierre .....	255. 69	511. 38	4	127. 85	7	
Tracy and Redfield .....	164. 14	328. 28	3	109. 43	6	
Turkey River and West Union .....	58. 34	116. 68	1	116. 68	6	
Villisca and Bigelow .....	69. 24	138. 48	1	138. 48	6	
Wabasha and Zumbrota .....	59. 20	118. 40	1	118. 40	6	
Wadena and Fergus Falls .....	53. 36	106. 72	1	106. 72	6	
Watertown and Madison .....	38. 80	155. 20	1	155. 20	12	
West Lebanon and Le Roy .....	76. 20	152. 40	2	76. 20	6	
West Liberty and Council Bluffs .....	279. 36	1, 117. 44	8	139. 68	12	
Winona and Tracy .....	229. 43	458. 86	4	114. 72	6	
Yates City and Rushville .....	63. 95	127. 90	1	127. 90	6	
Total .....	29, 362. 83	66, 076. 08	526	125. 62	.....	

SEVENTH DIVISION.

Albia and Moberly .....	129. 87	359. 74	2	129. 87	7	
Albuquerque and El Paso .....	255. 69	511. 38	3	170. 46	7	
Albuquerque and Needles .....	574. 87	1, 149. 74	5	229. 95	7	
Arcadia and Cherry Vale .....	81. 69	163. 38	1	163. 38	7	
Atchison and Lenora .....	293. 31	586. 62	4	146. 66	7	
Atchison and Topeka .....	51. 20	102. 40	1	102. 40	7	

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SEVENTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Beloit and Solomon City .....	57.83	115.66	1	115.66	7	
Boonville and Versailles .....	44.69	89.38	1	89.38	6	
Bremond and Cisco .....	197.66	395.32	3	131.11	7	
Buena Vista and Gunnison .....	73.47	146.94	1	146.94	7	
Burnet and Austin .....	60.95	121.90	1	121.90	6	
Cairo and Poplar Bluff .....	74.50	149.00	2	74.50	6	
Cairo and Texarkana, northern division.	270.71	541.42	3	180.47	7	
Cairo and Texarkana, southern division.	151.76	303.52	2	151.76	7	Line divided at Pine Bluff.
Cameron, Plattsburgh and Atchison.	63.42	126.84	2	84.56	7	
						Two clerks to a crew, three clerks on line, and each clerk on duty two-thirds of the time.
Cameron, Saint Joseph and Atchison.	56.10	112.20	1	112.20	7	
Cheyenne and Denver .....	106.86	213.72	2	106.86	7	
Concordia and Junction City .....	70.92	141.84	1	141.84	7	
Council Bluffs and Brunswick .....	224.60	449.20	3	149.73	7	
Council Bluffs and Kansas City .....	196.50	393.00	3	131.00	7	
Corpus Christi and Laredo .....	161.75	323.50	3	107.83	7	
Creston and Saint Joseph .....	104.47	208.94	2	104.47	6	
Cuba and Salem .....	40.93	81.96	1	81.96	6	
Dallas and Cleburne .....	55.05	110.10	1	110.10	7	
Denton and Dallas .....	38.23	75.66	1	76.46	6	
Denison and Houston .....	339.19	678.38	5	135.67	7	
Denison, Troup and Houston .....	344.35	688.70	5	137.74	7	
Denison and Taylor .....	258.98	517.96	4	129.49	7	
Denver and Georgetown .....	50.80	101.60	1	101.60	7	
Denver and Leadville .....	172.25	344.50	3	114.83	7	
Denver and Pueblo .....	125.98	251.96	2	125.98	7	
Denver and Ogden .....	772.81	1,545.62	8	193.20	7	
Denver, Pueblo and Leadville .....	278.51	557.02	4	139.25	6	
Emporia and Howard .....	76.59	153.18	1	153.18	6	
Florence and Douglas .....	54.58	109.16	1	109.16	6	
Florence and Ellinwood .....	98.87	197.74	2	98.87	6	
Fort Collins and Denver .....	89.54	179.08	1	179.08	7	
Fort Scott and Joplin .....	76.77	153.54	1	153.54	7	
Fort Scott and Wichita .....	158.60	317.20	2	158.60	6	
Fort Worth and Galveston .....	347.09	694.18	5	138.84	7	
Girard and Galena .....	48.29	96.58	1	96.58	6	
Hannibal and Denison .....	575.11	1,150.22	8	143.78	7	
Hannibal and Gilmore .....	85.69	171.38	2	85.69	6	
Helena and Clarendon .....	48.20	96.40	1	96.40	6	
Hempstead and Austin .....	115.22	230.44	2	115.22	7	
Holden and Le Roy .....	114.66	229.32	2	114.66	7	
Houston and Del Rio, eastern division.	218.01	436.02	3	145.34	7	
Houston and Del Rio, western division.	172.22	344.44	3	114.44	7	Line divided at San Antonio.
Houston and Galveston .....	50.90	203.60	2	101.80	14	
Jefferson and McKinney .....	155.68	311.36	3	103.79	6	
Jefferson City and Aurora Springs .....	37.46	74.92	1	74.92	6	
Junction City and Parsons .....	157.80	315.72	3	105.24	7	
Kansas City and Albuquerque .....	918.50	1,837.00	9	204.11	7	
Kansas City and Denver .....	639.82	1,279.64	6	213.27	7	
Kansas City and Ellis .....	( <sup>3</sup> )	604.00	4	151.00	7	
Kansas City and Harper .....	304.30	608.60	4	152.20	7	
Kansas City and Independence .....	( <sup>2</sup> )	332.32	2	166.16	6	<sup>3</sup> 166.16, shown on the Kansas City and Harper R. P. O.
Kansas City and Memphis .....	488.30	976.60	5	195.32	7	
Kansas City, Pleasant Hill and Joplin.	168.07	336.14	3	112.05	7	
Kansas City and Pueblo .....	636.24	1,272.48	7	181.78	7	
Kansas City and Springfield .....	( <sup>4</sup> )	405.34	3	135.11	7	
Knobel and Helena .....	140.52	281.04	3	93.68	7	
Lawrence and Burlington .....	74.40	148.80	2	74.40	6	
Lawrence and Carbondale .....	32.96	65.92	1	65.92	6	
Leavenworth and Lawrence .....	35.05	70.10	1	70.10	7	
Leavenworth and Miltonvale .....	166.15	332.30	3	110.77	6	
Leavenworth and Topeka .....	57.40	114.80	1	114.80	6	

<sup>3</sup>Double service between Kansas City and Ellis on Kansas City and Denver R. P. O., 302 miles.<sup>4</sup>Shown on Kansas City and Memphis R. P. O., 206.67 miles.

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run—Continued.

SEVENTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	A by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Lexington and Saint Joseph ... }	77. 04	154. 08	2	77. 04	7	Clerks alternate as helpers between Little Rock and Conway 30 miles.
Little Rock and Fort Smith ... }	167. 45	334. 90	3	131. 63	7	
Little Rock and Warren.....	155. 03	310. 06	3	103. 35	6	
Manhattan and Burlingame.....	57. 21	114. 42	1	114. 42	6	
Mexico and Cedar City.....	50. 43	100. 86	1	100. 86	6	
Memphis and Little Rock.....	136. 00	272. 00	3	90. 67	7	
Nacogdoches and Houston .....	140. 25	280. 50	2	140. 25	6	
Newton and Arkansas City.....	78. 56	157. 12	1	157. 12	6	
Newton and Caldwell.....	81. 09	162. 18	1	162. 18	6	
Omaha and Atchison .....	166. 33	332. 66	3	110. 89	7	
Palestine and Laredo (Northern Division).	262. 72	525. 44	4	131. 38	7	Line divided at Kansas City.
Palestine and Laredo (Southern Division).	155. 53	311. 06	3	103. 69	7	
Pierce City and Fort Smith.....	139. 88	279. 76	2	139. 88	7	
Pueblo and Silverton.....	377. 32	754. 64	5	150. 93	7	
Pierce City and Vinita .....	73. 66	147. 32	1	147. 32	7	
Quincy and Kansas City.....	225. 76	451. 52	8	112. 88	14	
Quincy and Trenton.....	187. 00	374. 00	2	137. 00	6	
Rockland and Beaumont.....	73. 52	147. 04	2	73. 52	6	
Rosenberg and Victoria.....	93. 05	186. 10	2	93. 05	7	
Saint Joseph and Albany.....	51. 19	102. 38	1	102. 38	6	
Saint Joseph and Grand Island..	252. 54	505. 08	4	126. 27	7	Line divided at Springfield, Mo. Clerks alternate in acting as helpers between Springfield and Carthage, Mo., 76 miles.
Saint Louis and Atchison (Eastern Division).	283. 13	1, 132. 52	8	141. 57	14	
Saint Louis and Atchison (Western Division).	47. 08	94. 16	1	94. 16	6	
Saint Louis and Columbus.....	196. 41	392. 82	3	130. 61	7	
Saint Louis, Louisiana and Kansas City.	324. 07	648. 14	5	129. 63	7	
Saint Louis, Moberly and Kansas City.	276. 80	1, 107. 20	8	138. 40	13	
Saint Louis and Halstead (Eastern Division).	237. 51	475. 02	4	118. 76	7	
Saint Louis and Halstead (Western Division).	293. 01	586. 02	5	114. 60	7	
Saint Louis and Pierce City ....	(*)	44. 42	4	143. 61	7	Line divided at Little Rock.
Saint Louis and Texarkana (Northern Division).	346. 00	1, 384. 00	10	138. 40	14	
Saint Louis and Texarkana (Southern Division).	145. 72	582. 88	5	116. 58	14	
Salina and McPherson.....	37. 07	74. 14	1	74. 14	7	
Sedalia and Kansas City....	99. 56	199. 12	2	99. 56	7	
Sedalia and Parsons .....	(†)	318. 98	3	106. 33	7	
Temple and Lampasas.....	56. 96	113. 96	1	113. 96	7	
Texarkana and El Paso (Eastern Division).	221. 83	443. 66	4	110. 92	7	
Texarkana and El Paso (Western Division).	647. 39	1, 294. 78	8	181. 10	7	
Texarkana and Houston .....	330. 63	661. 26	4	165. 32	7	Line divided at Dallas. Clerks alternate between Dallas and Milesap, 77 miles.
Texarkana and McGregor .....	278. 30	556. 60	4	139. 15	7	
Texarkana and Whitesborough..	173. 67	347. 34	3	115. 78	7	
Wichita Falls and Forth Worth.	114. 10	228. 20	2	114. 10	7	
Totals .....	19, 183. 76	42, 078. 60	319	131. 91	.....	

EIGHTH DIVISION.

Benson and Nogales .....	88. 04	176. 08	2	88. 04	7
Calistoga and Vallejo .....	44. 87	179. 48	1	179. 48	12
Cloverdale and San Francisco....	85. 46	170. 92	2	85. 46	7
Colton and National City .....	128. 18	256. 36	2	128. 18	6
Dayton and Wallula .....	68. 96	137. 92	1	137. 92	7
Deming and Los Angeles.....	715. 72	1, 431. 41	8	178. 93	7
Duncan's Mills and San Francisco	79. 25	158. 50	2	79. 25	6
Garrison and Ogden .....	455. 51	911. 02	6	151. 83	7

\* Shown on Saint Louis and Halstead R. P. O., 287.21 miles.  
† Shown on Hannibal and Denison R. P. O., 159.49 miles.

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## EIGHTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round-trips per week with clerks.	Remarks.
	Miles.	Miles.				
Helena and Heron .....	373.80	547.60	4		7	
Heron and Wallula .....	399.50	589.00	4		7	
Los Angeles and Santa Ana .....	35.15	70.30	1		7	
Mound House and Keeler .....	398.00	589.00	4		7	
Ogden and Salt Lake .....	88.73	154.92	1		14	
Ogden and San Francisco .....	324.05	1,080.30	10		7	
Portland and Ashland .....	342.00	683.38	6		6	
Portland and Corvallis .....	97.90	195.80	2		6	
Redding and Sacramento .....	100.98	339.96	2		7	Clerks run through to Sacramento and register there.
Reno and Virginia .....	52.61	105.22	1		7	
Sacramento, Benicia and San Francisco .....	90.00	181.36	2		7	Auxiliary to Ogden and San Francisco R. P. O.
Sacramento and San Francisco ..	140.90	281.80	3		7	
Salt Lake and Juab .....	105.98	211.96	2		7	
San Francisco and Los Angeles ..	452.38	904.76	7		7	
San Francisco and Santa Cruz ..	83.15	166.30	1		6	
San Francisco and Soledad .....	144.72	289.44	3		7	
San Francisco and Tulare .....	251.63	503.26	3		6	Auxiliary to San Francisco and Los Angeles R. P. O.
Shingle Springs and Sacramento ..	48.75	97.50	1		6	
Tacoma and Portland .....	145.00	290.00	2		6	
Tehama and Davisville .....	124.88	249.76	2		6	Clerks run through to Sacramento and register there.
Wallula and Portland .....	214.10	428.20	4		7	
Total .....	5,902.27	11,962.74	90	132.21	.....	

## NINTH DIVISION.

Adrian and Fayette .....	38.26	68.52	1	68.52	6	
Ashtabula and Youngstown .....	94.70	129.40	1	129.40	6	
Au Sable and Alger Junction .....	45.90	91.78	1	91.78	6	
Baldwin and Grand Rapids .....	74.70	149.40	1	149.40	6	
Bay City and Detroit .....	109.57	438.28	3	146.09	12	
Bay City and Jackson .....	115.00	460.00	3	153.33	12	
Bay City, Wayne and Detroit .....	121.41	242.82	2	121.41	6	
Big Rapids and Detroit .....	190.70	381.40	2	127.13	6	
Big Rapids and Holland .....	91.63	183.26	2	91.63	6	
Cadillac and Fort Wayne .....	240.76	481.52	2	190.47	6	
Caseville and Pontiac .....	100.73	201.46	1	201.46	6	
Cleveland, Port Wayne and Chicago ..	340.00	680.00	4	170.00	6	
Cleveland and Toledo .....	113.87	453.48	4	113.87	12	
Detroit and Chicago, day line ..	286.00	572.00	4	143.00	6	
Detroit and Chicago, night line ..		572.00	4	143.00	7	
Detroit and Grand Haven .....	188.94	377.88	2	125.06	6	
Detroit and Grand Haven, short run ..	157.50	315.00	2	157.50	6	This line runs between Detroit and Grand Rapids, Mich.
Detroit and Grand Rapids .....	176.65	341.30	2	113.76	6	
Detroit and Grand Rapids, short run ..	94.72	189.44	2	94.72	6	This line runs between Jackson and Grand Rapids, Mich.
Detroit and Peru .....	194.73	389.46	2	129.83	6	
Detroit, Three Rivers and Chicago ..	274.49	548.98	4	137.24	6	
Detroit and Toledo, day line ..	60.80	120.60	1	120.60	6	
Detroit and Toledo, night line ..	65.95	131.90	1	131.90	6	
East Saginaw and Lakeview .....	71.29	142.58	1	142.58	6	
East Saginaw and Port Huron .....	92.06	184.12	1	184.12	6	
Grand Rapids and Elkhart .....	115.02	460.08	3	153.36	12	
Grand Rapids and La Crosse .....	153.70	307.40	2	153.70	6	
Howard City and Detroit .....	161.22	322.44	2	161.22	6	
Jackson and Adrian .....	47.55	95.10	1	95.10	6	
Jackson, Hillsdale and Fort Wayne ..	90.28	180.56	1	180.56	6	
Kalamazoo and South Haven .....	40.20	80.40	1	80.40	6	

TABLE K<sup>b</sup>.—Statement, by divisions, of average daily miles run—Continued.

## NINTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.		
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>	
Lansing and Hillsdale .....	65.68	131.36	1	131.36	6
Lenox and Jackson .....	166.68	213.36	1	213.36	6
Ludington and Toledo .....	278.59	557.18	4	139.29	6
Mackinaw City and Bay City .....	182.69	365.38	3	121.79	6
Mackinaw City and Grand Rapids .....	226.30	452.60	4	113.15	6
Manistee and East Saginaw .....	148.13	296.26	2	148.13	6
Monroe and Adrian .....	84.29	68.58	1	68.58	6
Muskegon and Allegan .....	60.06	120.12	1	120.12	6
<i>New York and Chicago.</i>					
This line is divided into three divisions, as follows:					
<i>East division:</i>					
New York and Syracuse, trains 21 and 14.	289.60	579.00	4	144.75	7
New York and Syracuse, trains 7 and 22.		579.00	4	144.75	7
New York and Syracuse, trains 23 and 2.		579.00	4	124.07	6
<i>Middle division:</i>					
Syracuse and Cleveland, trains 21, 1, and 14.	336.26	672.52	4	168.13	7
Syracuse and Cleveland, trains 7, 8, and 22.		672.52	4	168.13	7
Syracuse and Cleveland, trains 23, 3, and 2.		672.52	4	144.11	6
<i>West division:</i>					
Cleveland and Chicago, trains 1 and 12.	356.89	713.78	4	178.44	7
Cleveland and Chicago, trains 7 and 8.		713.78	4	178.44	7
Cleveland and Chicago, trains 3 and 2.		713.78	4	162.95	6
Oil City and Ashtabula .....	88.10	176.20	2	88.10	6
Pontwater and Muskegon .....	44.99	89.98	1	89.98	6
Port Austin and Port Huron .....	88.04	176.08	1	176.08	6
Port Huron and Chicago .....	336.07	672.14	4	168.03	6
Port Huron and Detroit .....	61.83	123.66	1	123.66	6
South Lyon and Toledo .....	61.90	123.80	1	123.80	6
Toledo and Allegan .....	157.64	315.28	2	157.64	6
Toledo and Chicago .....	244.99	489.98	4	122.49	6
Trenton and Adrian .....	49.60	99.20	1	99.20	6
Ypsilanti and Hillsdale .....	62.03	124.06	1	124.06	6
Total .....	6,944.03	12,807.30	129	142.50	.....

TABLE K<sup>1</sup>.—*Statement, by divisions, of average daily miles run by crews during the fiscal year ended June 30, 1884.*

## RECAPITULATION.

Division.	Total miles of routes.	Daily miles run.	Total number of crews.	Average miles run daily by crews.	Number of rail-way post-office lines.
First .....	7, 102. 16	19, 713. 88	182	108. 31	81
Second .....	13, 591. 49	34, 558. 44	299	115. 59	157
Third .....	5, 741. 78	15, 519. 34	189	111. 65	46
Fourth .....	9, 516. 55	22, 567. 38	179	126. 07	63
Fifth .....	18, 773. 56	45, 092. 70	367	121. 77	117
Sixth .....	29, 362. 83	66, 076. 08	526	125. 62	201
Seventh .....	19, 183. 76	42, 078. 60	319	131. 91	104
Eighth .....	5, 902. 27	11, 989. 74	90	133. 21	29
Ninth .....	6, 944. 03	19, 807. 30	139	142. 50	47
Total.....	116, 118. 43	277, 403. 46	2, 240	123. 88	845

Steamboat service not included.

TABLE I'.—Statement of new service established and service extended during the fiscal year ended June 30, 1884.

## FIRST DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for railway post-office service.	Remarks.
N. H.	Ben., Conn. and Mont. R. R.	Miles. 22.00	July 1, 1883		Steamboat service.
H.	Stam. and New Canaan R. R.	21.00	July 2, 1883		Do.
	Milford, Franklin and Prov. R. R.	56.00	Aug. 14, 1883		
	Monson R. R.	8.80	Aug. 20, 1883		
Mass.	Old Colony R. R.	5.27	Aug. 20, 1883	Oct. 28, 1883	Do.
	Hart and Conn. Valley R. R.	6.16	Nov. 4, 1883	Feb. 21, 1884	Lowell and Mansfield R. P. O. extended to Taunton.
State street Station to Asylum street Station	Banger and Kat. Iron Works R'y.	1.03	Mar. 26, 1884		Extension of route No. 5012, Hartford to Baybrook Point.
Milo to Milo Junction		1.26	Apr. 21, 1884		Extension of route No. 9, Milo Junction (n. e.), to Katahdin Iron works.
					Steamboat service, during summer season.
				June 1, 1884	Do.
Me.		17.00		June 1, 1884	Do.
		17.00		June 1, 1884	Do.
		10.00		June 1, 1884	Do.
		7.00	June 26, 1884		Do.

## SECOND DIVISION.

Fraser to Phoenixville, Pa.	Penna. R. R.	11.28	Mar. 7, 1884		Ogdensburg and Essex R. P. O. curtailed to end at DeKalb Junction, and extended to be gin at Norwood.
De Kalb Junction to Norwood, N. Y.	Rome, W. and Ogd. R. R.	5.40	Old.	Apr. 16, 1884	This makes double daily service between these points.
Nyack to New York, N. Y.	Northern R. R. of N. J.	24.45	Old.	Apr. 23, 1884	New service (modified November 8, 1883).
Williamsport to Stockdale Station, Pa.	Fall Brook Coal Co.'s R. R.	76.52	June 27, 1883	July 16, 1883	Addison and Westfield R. P. O. extended to Galilea.
Westfield to Galilea, Pa.	Addison and Na. Penn. R. R.	13.80	Old.	July 23, 1883	



New Castle Junction to New Castle, Pa.	Pitts. and Western R. R.	3. 10	Aug. 16, 1883	Aug. 21, 1883	New Castle Junction and Pittsburgh R. P. O. extended to begin at New Castle.
Youngwood Station to United, Pa.	Penna. R. R.	8. 84	Aug. 17, 1883		
Elkland to Harrison Valley, Pa.	Fall Brook Co. 1 Co. R. R.	19. 20	Oct. 18, 1883		
Port Clinton to Reading, Pa.	Phil. and Reading R. R.	28. 00	Old.	Oct. 20, 1883	ion R. P. O. ex-
Washington to Pittsburgh, Pa.	Balto. and Ohio R. R.	28. 00	Nov. 2, 1883	Nov. 10, 1883	P. O. extended to
Branchton Junction to Butler, Pa.	Shenango and Allegheny R. R.	21. 30	Nov. 5, 1883	Nov. 16, 1883	P. O. curtailed to and extended to
Two Bridges, N. J. (n. o.) to Stroudsburg, Pa.	N. Y., Sus. and West. Rwy.	47. 85	June 28, 1883	July 9, 1883	end at Butler. New service.
Delaware Station to Columbia Junction, N. J. (n. o.).	N. Y., Sus. and West. Rwy.	3. 16	Sept. 1, 1883		
Sea Isle Junction (n. o.) to Sea Isle City, N. J.	West Jersey R. R.	4. 97	Feb. 21, 1884		
Bradford to Punxsutawney, Pa.	Roch. and Pitts. R. R.	104. 60	June 27, 1883	July 14, 1883	Rochester and Bradford R. P. O. extended to Punxsutawney
Boston Corners to State Line, N. Y. (n. o.).	Hartford and Conn. West. R. R.	2. 50	Old.	Aug. 10, 1883	Boston Corners and Rhinecliff R. P. O. ex-
Albany to New York, N. Y.	N. Y., W. S. and B. R. R.	142. 30	Sept. 21, 1883	Sept. 22, 1883	New service.
Richfield Springs to Richfield Junction, N. Y. (n. o.).	Del., Lack. and West. R. R.	22. 00	Old.	Sept. 21, 1883	New service (discontinued).
Middletown to Cornwall Station, N. Y. (n. o.).	N. Y., Ont. and West. R. R.	24. 79	Oct. 17, 1883		
	Roch. and Pitts. R. R.	45. 28	Nov. 20, 1883	Dec. 6, 1883	
	Lehigh Valley R. R.	80. 00	Old.	Jan. 10, 1884	
	Lack. and Pitts. R. R.	28. 63	Feb. 12, 1884		
	Harris. and Poto. R. R.	7. 22	Jan. 18, 1884		
		9. 84	Feb. 5, 1884		
		2. 22	Feb. 6, 1884		
		17. 90	Feb. 28, 1884	Mar. 4, 1884	Sheffield Junction and Callery Junction R. P. O. extended to begin at Kane.
Angloes Junction to Angles, N. J.	West Jersey	5. 52	June 7, 1884		

## THIRD DIVISION.

Kilmillerville, Md., to Elkins, W. Va.	urg Rwy.	14. 16	Aug. 1, 1883		Railroad service extended.
Baltimore to Bel Air, Md.		27. 50	July 9, 1883	July 13, 1883	New service.
New River Depot to Pocahontas, Va.		73. 59	Old.	July 20, 1883	
New River Depot to Lovely Mount, Va.		1. 50	Old.	July 25, 1883	New River Depot and Pocahontas R. P. O. extended to Lovely Mount.
Marlinsville to Spencer's Store, Va.		13. 25	Nov. 6, 1883		Railroad service extended.
Weston to Buckhannon, W. Va.		16. 29	Dec. 10, 1883		New service.
Staunton to Lexington, Va.		36. 03	Dec. 15, 1883	Dec. 15, 1883	Baltimore and Lexington R. P. O. extended to Lexington.
Bel Air to Forest Hill, Md.	Maryland Central R. R.	2. 50	Nov. 21, 1883		Railroad service extended.
Forest Hill, Md., to Delta, Pa.	do	14. 50	Jan. 4, 1884		Do.

TABLE I'.—Statement of new service established and service extended—Continued.

## THIRD DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
		Miles.			
C .....	Maryland Central R. R. ....	7.35	Old.	Jan. 23, 1884	* 45.50 miles. Delta and Baltimore R. P. O.
C .....	Cape Fear and Yadkin Valley R. R. ....	20.71	Feb. 15, 1884	.....	Railroad service extended.
Va. ....	do .....	18.51	Feb. 15, 1884	.....	Do.
Va. ....	Atlantic and Danville R. R. ....	8.26	Jan. 31, 1884	.....	New service.
N. C. ....	Richmond and Mecklenburgh R. R. ....	11.00	Feb. 20, 1884	.....	Railroad service extended.
N. C. ....	Cape Fear and Yadkin Valley R. R. ....	.....	Old.	Feb. 7, 1884	April 12, 1884, R. P. clerk's run curtailed to begin at Ore Hill; decreased distance, 1.50 miles.
	Grafton and Greenbrier R. R. ....	24.00	Mar. 8, 1884	.....	New service.
	Western N. C. R. R. ....	9.23	Mar. 17, 1884	.....	Railroad service extended.
	Danville, Mocksville and Southwestern R. R. ....	7.97	Apr. 10, 1884	.....	New service.
	Cape Fear and Yadkin Valley R. R. ....	9.20	May 1, 1884	.....	Railroad service extended.
	do .....	23.28	May 1, 1884	.....	Do.
	W. Va. Central and Pittsburgh Rwy. ....	14.12	May 12, 1884	.....	Do.
	Richmond and Mecklenburgh R. R. ....	6.30	June 2, 1884	.....	Do.

## FOURTH DIVISION.

	Ga. Pacific Rwy. ....	72.74	Jan. 1, 1884	Jan. 1, 1884	Atlanta and Birmingham R. P. O.
	Savh., Fla. and W. Rwy. ....	31.60	June 2, 1884	June 2, 1884	Ibu Pent and Branford R. P. O.
	do .....	14.96	Aug. 6, 1883	Aug. 6, 1883	Newton and Lancaster R. P. O.
	do .....	44.83	Apr. 21, 1884	.....	.....
	do .....	13.16	July 6, 1883	.....	.....
	do .....	131.21	Feb. 20, 1884	.....	.....
	do .....	13.51	May 1, 1884	.....	.....
	West R. R. ....	56.21	Mar. 17, 1884	.....	.....
	do .....	30.80	Aug. 1, 1883	.....	.....
	do .....	20.76	Sept. 1, 1883	Sept. 1, 1883	Ellijay and Marietta R. P. O.
	South, Fla. R. R. ....	75.90	Feb. 13, 1884	Feb. 13, 1884	Sanford and Tampa R. P. O.

Jacksonville to Palatka, Fla. ....  
 Jacksonville to Saint Augustine, Fla. ....  
 Jasper to Ellijay, Ga. ....  
 Klamath to Tampa, Fla. ....

Lance to Georgetown, S. C.	39.20	Jan. 6, 1884	Georgetown and Lance R. R.
Merrillton to Broken Arrow, Ala.	41.75	Nov. 1, 1883	E. and W. R. R. of Ala.
Micanopy Junction (n. o.) to Micanopy, Fla.	4.11	Mar. 11, 1884	Fla. So. Rwy.
Monroe to Gainesville, Ga.	41.55	May 1, 1884	G., Jeff. and So. R. R.
Monroe to Lanesville, La.	71.61	Dec. 20, 1883 Apr. 16, 1884 June 16, 1884	Vicks., Shreve. and Pacif. R. R.
New Orleans to Baton Rouge, La.	39.40	Mar. 20, 1884	N. O. and Miss. Valley R. R.
Ocala to Leesburgh, Fla.	42.27	Feb. 25, 1884	Fla. So. Rwy.

## FIFTH DIVISION.

Jellito to Careyville	27.33	July 2, 1883	Careyville and Knoxville R. P. O. extended.
Inman Tenn. to Victoria	5.21	May 1, 1884	Rock Island and Tullahoma R. P. O. extended.
Fenn	8.20	May 5, 1884	
Nash and Tuscaloosa	4.50	Mar. 17, 1884	
Nash and Florence	22.04	Nov. 14, 1883	
Lon. and Nash	11.30	July 2, 1884	Louis. and Williamsburg R. P. O. extended.
Owens. and Nash	31.40	Dec. 12, 1883	(Wrensboro' and Ricedale R. P. O. extended.
do	13.28	Jan. 21, 1884	
Ky. Cent.	36.62	Jan. 1, 1884	New service.
Chattanooga	3.70	July 23, 1883	Ashland and Peach Orchard R. P. O. extended.
Cin., G. River and Nash	75	Mar. 11, 1884	
Ky. Cent.	40.84	Aug. 1, 1883	New service. Cin. and Lex. R. P. O. changed and extended.
Cin., Wheel. and N. Y.	4.37	Dec. 1, 1883	
Cin. and East	25.50	Aug. 1, 1883	O. extended.
Tol., Cin. and St. L.	50.57	Nov. 5, 1883	O. extended.
Bell., Zanes. and Cin.	52.62	Nov. 30, 1883	P. O. extended.
Ohio Cent.	58.80	June 9, 1884	O. extended.
Col. and East	32.40	May 22, 1884	
and Mich.	1.54	Sept. 1, 1883	New service.
St. L.	43.55	Jan. 20, 1884	Cleveland and Mineral Point R. P. O. extended.
Terre Haute and Indianapolis	10.45	Oct. 1, 1883	
	54.73	July 2, 1883	New service.
	35.15	Oct. 15, 1883	Logansport and Terre Haute R. P. O. extended.
	11.56	Aug. 20, 1883	Washington Junction and Petersburg R. P. O. extended to Oakland City.
	59.50	Dec. 13, 1883	New R. P. O. service.
	56.34	Mar. 17, 1884	New service.
	8.39	Dec. 20, 1883	Do.
	14.90	Jan. 2, 1884	Do.
	48.00	July 12, 1883	Kalamazoo and Cincinnati R. P. O. extended
New Galilee, Pa., to East Carmel, Ohio	15.35	Aug. 16, 1883	
Woodsfield to Summerfield, Ohio	16.06	Sept. 12, 1883	Oct. 1, 1884

TABLE LI.—Statement of new services established in the United States during the fiscal year ended June 30, 1884—Continued.

## SIXTH DIVISION.

New service.	Corporate title of company.	Miles.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Jerseyville to Grafton, Ill.....	Wabash, St Louis and Pacific Rwy.....	16.12	July 1, 1883	July 3, 1883	Springfield and Jerseyville R. P. O. extended to Grafton.
New Sharon to Newton, Iowa.....	Central Iowa R. R.....	33.66	July 1, 1883	.....	.....
Hastings to Kearney, Nebr.....	Burlington and Mo. River R. R. in Nebraska.	30.29	Old.	July 1, 1883	New service.
Long Pine to Valentine, Nebr.....	Fremont, Elkhorn and Mo. Valley R. R.....	56.00	Old.	July 1, 1883	Long Pine R. P. O. extended to Valentine.
North Judson, Ind., to Mokena, Ill.....	Indiana, Illinois and Iowa R. R.....	67.06	July 2, 1883	July 2, 1883	North Judson, Ind., and Mokena, Ill., extended to Mokena, Ill.
Dwight to Streator, Ill.....	St. Paul, Minneapolis and Manitoba R. R.....	40.14	July 2, 1883	.....	.....
Larimore to Bartlett, Dak.....	do.....	66.04	July 2, 1883	.....	.....
.....	do.....	54.00	Old.	July 6, 1883	Neche and Fargo R. P. O. extended to Breckenridge, Minn.
.....	do.....	823.05	Old.	July 11, 1883	New service.
.....	do.....	80	July 16, 1883	.....	.....
.....	do.....	2.94	Aug 1, 1883	.....	.....
.....	do.....	7.34	Aug 1, 1883	.....	.....
.....	do.....	187.06	Aug 15, 1883	Aug 18, 1883	Billings and Livingston R. P. O. extended to Helena.
Helstein to Correctionville, Iowa.....	Chicago and North Western R. R.....	12.29	Sept. 15, 1883	Sept. 15, 1883	New service 20.80 miles Sept. 15. New R. R.
Crookston, Minn., to Devil's Lake, Dak.....	St. Paul, Minneapolis and Manitoba R. R.....	114.35	.....	.....	.....
Crookston to Saint Hilare, Minn.....	do.....	28.73	Sept. 15, 1883	.....	.....
Sanborn to Cooperstown, Dak.....	Sanborn, Cooperstown and Turtle Mountain R. R.....	37.53	Sept. 20, 1883	.....	.....
Hawarden, Iowa, to Irongate, Dak.....	do.....	120.87	Oct. 1, 1883	.....	.....
Dickinson to Grivity, Wis.....	do.....	10.83	Oct. 10, 1883	.....	.....
Oceola to Decatur, Iowa.....	do.....	25.60	Old.	Oct. 11, 1883	Des Moines and Oceola R. P. O. extended to Decatur.
Kempston to Bloomington, Ill.....	Illinois Central R. R.....	57.77	.....	Oct. 12, 1883	New service 22.27 miles Oct. 1, 1883. New R. R.
Tecumseh to Beatrice, Nebr.....	Republican Valley R. R.....	24.83	Nov. 1, 1883	Dec. 4, 1883	Nebraska City and Tecumseh R. P. O. extended to Beatrice.

Chippewa Falls to Eau Claire, Wis .....	Chippewa Falls and Northern R. R. ....	9.16	Nov. 1, 1883	Nov. 1, 1883	Rice Lake and Chippewa Falls R. P. O. extended to Eau Claire.
Aberdeen to Mitchell, Dak .....	Chicago, Milwaukee and St. Paul Rwy. ....	128.47	.....	Nov. 15, 1883	New service 80.61 miles Nov. 1. New R. R. service.
Smithborough to Centralia, Ill. ....	Jacksonville Southeastern R. R. ....	28.25	Nov. 20, 1883	Nov. 20, 1883	Jacksonville and Smithborough R. P. O. extended to Centralia.
Batavia to Aurora .....	Chicago and Northwestern Rwy. ....	4.73	Nov. 15, 1883	.....	
Ashland Junction to Ashland, Wis .....	Chicago, St. Paul, Minneapolis and Omaha Rwy. ....	4.64	Nov. 20, 1883	.....	
.....	do .....	58.62	Nov. 29, 1883	.....	
.....	Central Iowa R. R. ....	17.20	Dec. 1, 1883	.....	
.....	Northern Pacific Rwy. ....	38.15	.....	Dec. 1, 1883	New service 31.40 miles Dec. 1. New R. R. service.
.....	.....	31.74	Dec. 1, 1883	.....	
.....	.....	5.80	Dec. 10, 1883	.....	
.....	Chicago and Northwestern Rwy. ....	14.03	Dec. 10, 1883	.....	
.....	Chicago, St. Paul, Minneapolis and Omaha Rwy. ....	33.80	Dec. 15, 1883	.....	
Winfield to Brighton, Iowa .....	Burlington and Northwestern R. R. ....	4.39	Old.	Dec. 20, 1883	Burlington and Washington R. P. O. curtailed to end at Winfield and extended to Brighton.
Hartford t .....	St. Paul, Minneapolis and Manitoba R. R. ....	10.73	Jan. 1, 1884	.....	
Correction .....	Chicago and North Western Rwy. ....	12.00	Jan. 5, 1884	.....	
Egan to W .....	Chicago, Milwaukee and St. Paul Rwy. ....	84.50	.....	Jan. 15, 1884	New service 38.07 miles Jan. 15. New R. R. service.
Rush City, Minn., to Grantsburgh, Wis. ....	St. Paul and Duluth R. R. ....	17.24	Feb. 1, 1884	.....	
East Plattsmouth, Iowa, to Plattsmouth, Nebr. ....	Chicago, Burlington and Quincy R. R. ....	1.83	Feb. 1, 1884	.....	
Elmore, Minn., to Algona, Iowa .....	Chicago and North Western Rwy. ....	28.60	Old.	Feb. 4, 1884	Lake Crystal and Elmore R. P. O. extended to Eagle Grove, Iowa.
.....	.....	52.05	Feb. 5, 1884	.....	
.....	.....	40.33	Feb. 20, 1884	.....	
.....	.....	11.83	Feb. 20, 1884	.....	
.....	.....	94.93	Feb. 25, 1884	Mar. 29, 1884	New service.
.....	.....	19.75	Feb. 25, 1884	.....	
.....	.....	15.60	Mar. 20, 1884	.....	
.....	.....	163.50	Old.	Mar. 21, 1884	Galesburgh and Kansas City R. P. O. curtailed to end at Quincy, Ill., and extended to commence at Chicago.
Chicago, Ill., to Portage, Wis .....	Chicago, Milwaukee and St. Paul Rwy. ....	176.90	Old.	Mar. 28, 1884	New service.
Moorehead to Halstead, Minn. ....	St. Paul, Minneapolis and Manitoba Rwy. ....	34.41	Apr. 1, 1884	.....	
Dubuque, Iowa, to Freeport, Ill. ....	Illinois Central R. R. ....	68.60	Old.	Apr. 23, 1884	Freeport and Centralia R. P. O. curtailed to begin at Mendota, and Dubuque and Mendota R. P. O. established.
McCook, Nebr., to Denver, Colo. ....	Burlington and Mo. River R. R. in Nebraska. ....	255.58	Old.	Apr. 29, 1884	New service.
Greenfield to Kampsville, Ill. ....	Litchfield, Carrollton and Western R. R. ....	22.90	May 1, 1884	.....	
Wells, Minn., to La Crosse, Wis .....	Chicago, Milwaukee and St. Paul Rwy. ....	150.62	Old.	May 6, 1884	Mankato and Wells R. P. O. extended to La Crosse, Wis.
Kelthaburgh, Ill., to Burlington, Iowa .....	Chicago, Burlington and Quincy R. R. ....	32.30	Old.	May 7, 1884	Galva and Kelthaburgh R. P. O. extended to Burlington, Iowa.
Genoa to Fullerton, Nebr. ....	Omaha, Nebraska and Black Hills R. R. ....	14.54	May 10, 1884	.....	
Beatrice to Lincoln, Nebr. ....	Omaha and Republican Valley R. R. ....	30.00	May 16, 1884	.....	

TABLE L¹.—Statement of new service established in the United States during the fiscal year ended June 30, 1884—Continued.

## SIXTH DIVISION—Continued.

New service.	Corporate title of company.	Miles.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Fergus Falls, Minn., to Milnor, Dak.....	Northern Pacific, Fergus and Black Hills R. R.	66.91	June 2, 1884	.....	.....
Carroll to Maple River, Iowa.....	Chicago and Northwestern Rwy.....	4.20	Old.	June 8, 1884	Maple River and Mapleton R. P. O. extended to begin at Carroll.
De Witt to Tobias, Nebr.....	Nebraska and Colorado R. R.....	23.74	June 10, 1884	.....	.....
Aberdeen to Ipswich, Dak.....	Chicago, Milwaukee and St. Paul R. R.....	24.33	June 16, 1884	.....	Granger and Shoshone R. P. O. extended to Ontario Station, 71.81 miles Sept. 1, and 104.06 miles June 25, New R. R. Service.
Shoshone to Ontario Station, Idaho.....	Oregon Short Line R. R.....	175.36	.....	Jan. 25, 1884	Granger and Ontario Station R. P. O. extended to Weiser Station.
Ontario Station to Weiser Station, Idaho.....	Oregon Short Line R. R.....	21.33	Mar. 19, 1884	Apr. 8, 1884	Washington and Knoxville R. P. O. extended to begin at Davenport.
Davenport to Washington, Iowa.....	Chicago, Rock Island and Pacific.....	66.50	Old.	June 27, 1884	.....

## SEVENTH DIVISION.

Ark.....	S. C. D. and Pac. R. R.....	390.50	July 2, 1883	July 1, 1883	Steamboat service.
.....	St. L., I. M. and S. Rwy.....	47.70	July 15, 1883	.....	.....
.....	St. J. and Deolose Rwy.....	20.09	do	July 15, 1883	.....
.....	St. L. and S. F. Rwy.....	13.20	July 16, 1883	.....	.....
.....	C. G. and N. W. Rwy.....	6.72	July 20, 1883	.....	Albuquerque and Williams R. P. O. extended to Needles.
.....	A. and P. Rwy.....	12.14	Aug. 1, 1883	Aug. 1, 1883	New service.
.....	L. T. and S. W. Rwy.....	194.90	40.27, old.	Aug. 10, 1883	.....
.....	do.....	57.40	Aug. 10, 1883	.....	.....
.....	T. and N. O. Rwy.....	17.13	Aug. 10, 1883	.....	.....
.....	D. and R. G. Rwy.....	20.30	Aug. 10, 1883	.....	Salida and Grand Junction R. P. O. extended to Ogden.
.....	do.....	348.14	Aug. 10, 1883	Aug. 10, 1883	.....
Colorado Springs to Maniton Sta., Colo.....	St. L., Ft. S. and W. Rwy.....	5.40	Aug. 15, 1883	.....	.....
El Dorado to Wichita, Kans.....	St. L., Ft. S. and W. Rwy.....	30.03	Aug. 15, 1883	Aug. 15, 1883	Ft. Scott and El Dorado R. P. O. extended to Wichita.

Spring City, Mo., to Jonesborough, Ark.	K. C., S. and M. Rwy.	77.72	Sept. 1, 1883	Sept. 1, 1883	Spring City and Springfield R. P. O. extended to begin at Jonesborough.
Waco to McGregor, Tex.	T. and St. L. Rwy.	12.20	Old.	Sept. 10, 1883	Texarkana and Waco R. P. O. extended to McGregor.
Boonville to Versailles, Mo.	Mo. Pac. Rwy.	44.69	Old.	Sept. 13, 1883	New service.
Trinity to Chester, Tex.	do	53.85	Sept. 17, 1883	Sept. 17, 1883	New service.
Rockingham to Woodville, Tex.	S. and E. Tex. Rwy.	20.10	Sept. 17, 1883	Sept. 17, 1883	Steamboat service Hotchkiss and Memphis R. P. O. extended to commence at Elmot.
Rockingham to Beaumont, Tex.	do	72.52	Sept. 17, 1883	Sept. 17, 1883	
Elmot, Ark., to Hotchkiss, Tenn.	do	3.00	Old.	Sept. 17, 1883	
Gunnison to Castleton, Colo.	D., S. P. and P. Rwy.	13.29	Sept. 20, 1883	Oct. 1, 1883	Calve and Jonesborough R. P. O. extended to Texarkana.
Jonesborough to Texarkana, Ark.	T. and St. L. Rwy.	233.08	Oct. 1, 1883	Oct. 1, 1883	
do	G. H. and S. A. Rwy.	462.16	Oct. 1, 1883	Oct. 1, 1883	
do	G. Colo. and S. P. Rwy.	24.68	Oct. 8, 1883	Oct. 10, 1883	Steamboat service.
do	K. and G. S. L. Rwy.	12.03	Oct. 15, 1883	Oct. 15, 1883	
do	H. and St. J. R. R.	225.76	Old.	Oct. 15, 1883	
do	W., St. L. and P. Rwy.	276.30	Old.	Nov. 1, 1883	established to
Saint Louis to Kansas City, Mo.	K. C., S. and M. Rwy.	67.04	Nov. 1, 1883	Nov. 1, 1883	established to all apartment
Jonesborough, Ark., to Memphis, Tenn.	K. C., S. and M. Rwy.	202.67	Old.	Nov. 1, 1883	established Scott R. P. O. and R. P. O. and Joplin R. P. O. Scott.
Kansas City to Springfield, Mo.	K. C., Ft. S. and G. Rwy.	3.78	Dec. 1, 1883	Nov. 1, 1883	single many.
Sugar Loaf to Sunset, Colo.	G., St. L. and Pac. Rwy.	7.17	Dec. 1, 1883	Dec. 1, 1883	
McNell to Magnolia, Ark.	T. and St. L. Rwy.	12.88	Dec. 1, 1883	Dec. 1, 1883	
Chester to Colmesneil, Tex.	Mo. Pac. Rwy.	217.21	Old.	Dec. 27, 1883	Salida and Ogden R. P. O. extended to begin at Denver.
Denver to Salida, Colo.	D. and R. G. Rwy.	25.20	Feb. 1, 1884	Dec. 27, 1883	
do	Southern Kans. Rwy.	5.00	Feb. 1, 1884	Dec. 27, 1883	
do	C. G. and S. W. Rwy.	10.87	Feb. 1, 1884	Dec. 27, 1883	
do	Texas Trunk R. R.	12.77	Feb. 1, 1884	Dec. 27, 1883	
do	G. S. and St. L. Rwy.	11.55	Mar. 15, 1884	Dec. 27, 1883	
do	do	26.70	Apr. 1, 1884	Dec. 27, 1883	
do	do	57.28	Apr. 1, 1884	Dec. 27, 1883	
do	do	7.48	Apr. 15, 1884	Dec. 27, 1883	
do	do	77.45	Old.	Dec. 27, 1883	
do	do	42.00	Old.	Dec. 27, 1883	
do	do	3.88	May 15, 1884	May 15, 1884	New service—Albuquerque and El Paso R. P. O. Saint Louis and Springfield R. P. O. extended to Pierce City.
do	do	10.89	May 15, 1884	May 15, 1884	Arcadia and Cherry Vale R. P. O. instructed to include this branch.
do	do	104.16	Old.	June 2, 1884	Double daily service established on Kansas City and Harper R. P. O. between Kansas City and Independence.
Weir City June. to Weir, Kans.	K. C., Ft. S. and G. Rwy.				
Las Vegas to Las Vegas Hot Springs, N. M.	A., T. and S. F. Rwy.				
Kansas City, Mo., to Independence, Kans.	Southern Kans. Rwy.				



TABLE I'.—Statement of new service established in the United States during the fiscal year ended June 30, 1884—Continued.

## SEVENTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Jacksonville to Nutt Sta (n o. Washington to	K. and G. S. L. Rwy. A. T. and S. P. R. R. Ark. and La. Rwy.	Miles. 28.74 13.73 6.00	June 2, 1884 June 10, 1884 June 10, 1884		

## EIGHTH DIVISION.

Mojave to Daggett, Cal.	Southern Pacific R. R.	80.66	Apr. 12, 1883		Needles and R. P. O.
Daggett to Needles, Cal.	Southern Pacific R. R.	159.80	Sept. 24, 1883		
Third Crossing to Missoula, Mont.	Northern Pacific R. R.	59.51	July 7, 1884	Oct. 12, 1883	
Deer Lodge to Garrison, Mont.	Utah and Northern R. R.	10.21	Aug. 31, 1883	Sept. 29, 1883	
Bellerville to Bishop's Station, Nev.	Carson and Colorado R. R.	74.23	June 8, 1883	Sept. 14, 1883	Monad House and Candelaria R. P. O. extended to Bishop's Station.
Bishop's Station to Hawley's Station, Nev.	Carson and Colorado R. R.	69.00	Aug. 4, 1883	May 2, 1884	Station R. P. O. extended to
Riddles to Julia, Oreg.	Oregon and Cal. R. R.	26.47	July 2, 1883	Oct. 20, 1883	extended to Julia.
Glendale to Grant's Pass, Oreg.	Oregon and Cal. R. R.	32.67	Dec. 12, 1883	Dec. 14, 1883	P. O. extended to
Grant's Pass to Phoenix, Oreg.	Oregon and Cal. R. R.	37.26	Feb. 27, 1884	Feb. 22, 1884	Grant's Pass.
Phoenix to Ashland, Oreg.	Oregon and Cal. R. R.	8.13	May 20, 1884	May 20, 1884	Portland and Grant's Pass R. P. O. extended to Phoenix.
Walla Walla to Dayton, Wash.	Oregon Rwy and Nav. Co.	40.05	Old.	Oct. 12, 1883	Portland and Phoenix R. P. O. extended to Ashland.
Palouse Junction to Colfax, Wash.	Columbia and Palouse R. R.	89.18	Jan. 11, 1884		Dayton and Wallula R. P. O.
Ironton Station to Silver City, Utah	Salt Lake and Western	4.20	Apr. 12, 1884		New service.
San Francisco to Tulare, Cal.	Central and South Pacific R. R.	251.12	Old.	Feb. 7, 1884	Do.

This makes double daily service between these points.

NINTH DIVISION.

Alger Station to Alger Junction, Mich.....	Detroit, Bay City and Alpena.....	7. 86	Jan. 15, 1884	Apr. 18, 1884	<div><div><div>Railroad service was established October 1, 1882, on the portion of this route between Tawas City and Prescott, Mich.</div><div>R. P. O. service was established on the whole line from Au Sable to Alger Junction, Mich., April 18, 1884.</div><div>White Cloud and Grand Rapids R. P. O. extended to Baldwin, Mich.</div><div>Lenox and Jackson R. P. O. established February 23, 1884.</div></div></div>
Au Sable to East Tawas, Mich.....	Detroit, Bay City and Alpena.....	12. 58	Jan. 15, 1884	Apr. 18, 1884	
Baldwin to White Cloud, Mich.....	Chicago and West Michigan.....	26. 85	Feb. 20, 1884	Feb. 20, 1884	
Caseville to Pontiac, Mich.....	Pontiac, Oxford and Pt. Austin.....	100. 73	Dec. 1, 1883	Jan. 7, 1884	
Lawton to Hartford, Mich.....	Toledo, Paw Paw and South Haven.....	20. 21	July 2, 1883	.. .. .	
Meredith to Harrison, Mich.....	Flint and Pere Marquette.....	14. 78	May 1, 1884	.. .. .	
Pontiac to Jackson, Mich.....	Grand Trunk.....	70. 83	Feb. 20, 1884	Feb. 23, 1884	
Saint Louis to Ithaca, Mich.....	Detroit, Lansing and Northern.....	10. 58	Dec. 20, 1883	.. .. .	
Toledo, Ohio, to Allegan, Mich.....	Michigan and Ohio.....	157. 64	Mar. 20, 1884	Apr. 14, 1884	

TABLE M<sup>m</sup>.—Statement of annual salaries of railway postal clerks by classes.

Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.	Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.
5.....	\$1,400	56	\$78,400	1.....	\$640	2	\$1,280
5.....	1,300	519	674,700	1.....	620	2	1,240
4.....	1,150	588	676,200	1.....	610	1	610
3.....	1,000	1,408	1,408,000	1.....	600	37	22,200
2.....	900	571	513,900	1.....	580	2	1,160
2.....	890	5	4,450	1.....	570		
2.....	880	13	11,440	1.....	560	1	560
2.....	870	5	4,350	1.....	550	1	550
2.....	860	7	6,020	1.....	540		
2.....	855	1	855	1.....	520	2	1,040
2.....	850	14	11,900	1.....	510	1	510
2.....	840	14	11,760	1.....	500	11	5,500
2.....	830			1.....	480	1	480
2.....	820	11	9,020	1.....	450	1	450
2.....	810	11	8,910	1.....	440	1	440
1.....	800	497	397,600	1.....	420	1	420
1.....	790	2	1,580	1.....	410	1	410
1.....	780	7	5,460	1.....	400	3	1,200
1.....	770	6	4,620	1.....	360	3	1,080
1.....	760	13	9,880	1.....	320	1	320
1.....	750	5	3,750	1.....	300	5	1,500
1.....	740	7	5,180	1.....	240	2	480
1.....	730	6	4,380	1.....	180	4	720
1.....	720	39	28,080	1.....	150	1	150
1.....	710	2	1,420	1.....	120	1	120
1.....	700	17	11,900	1.....	100	1	100
1.....	690	3	2,070	1.....	60	1	60
1.....	680	7	4,760	1.....	12	15	180
1.....	670	2	1,340	1.....	1	23	23
1.....	660	1	660				
1.....	650	1	650	Total .....		3,963	3,946,018

Total number of railway postal clerks ..... 3,963  
Aggregate annual salary ..... \$3,946,018  
Average annual salary ..... \$995 71

Statement of letters for Chicago city delivery, distributed in the 9th Division Railway Mail Service during the fiscal year ended June 30, 1884.

Month.	Daily number of trips.	Pack-ages dis-tributed.	Pack-ages undis-tributed.	Number of letters, (counting 75 to the pack-age).	Remarks.
1883.					
October.....	1	2,298	262	172,350	Chicago, Ill., post-office checked no errors on this mail. This distribution was discontinued March 10, 1884, as change in time of arrival of train made it necessary to distribute this mail.
November .....	1	3,889	2,995	291,675	
December .....	1	3,542	2,280	265,650	
1884.					
January .....	1	3,349	1,101	251,175	
February .....	1	2,956	2,789	221,700	
March .....	1	460	451	34,500	
Total .....		16,494	9,884	1,237,050	

Statement of letters for New York city delivery, distributed in the 9th Division Railway Mail Service during the fiscal year ended June 30, 1884.

Month.	Daily number of trips.	Number of packages distributed.	Number of packages undistributed.	Number of incorrect slips.	Number of errors.	Number of mis-sent packages.	Number of letters, counting 75 to the package.	Number correct to each error.
1883.								
July .....	3	15, 487	.....	339	792	8	1, 161, 525	1, 466
August .....	3	15, 899	5	421	817	1	1, 192, 425	1, 459
September .....	3	15, 937	.....	211	390	.....	1, 195, 275	3, 064
October .....	3	17, 011	.....	181	309	.....	1, 275, 825	4, 128
November .....	3	17, 107	138	378	717	2	1, 283, 025	1, 789
December .....	3	15, 967	.....	279	586	.....	1, 197, 525	2, 043
1884.								
January .....	3	16, 229	120	321	460	2	1, 217, 175	2, 646
February .....	3	14, 750	50	280	437	.....	1, 106, 250	2, 510
March .....	3	15, 220	.....	378	661	.....	1, 141, 500	1, 726
April .....	3	15, 125	.....	172	439	1	1, 134, 375	2, 586
May .....	3	14, 790	.....	342	561	3	1, 109, 250	1, 977
June .....	3	13, 271	.....	155	223	1	995, 325	4, 463
Total .....	.....	186, 793	313	3, 457	6, 392	18	14, 009, 475	.....

Statement of separation of mail for New York city delivery from September, 1883, to June, 1884.

Month.	Name of railway post-office.	Trains.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Number of letters distributed (75 to the package).	Number correct to each error.	Order of merit in corrections.
1883.									
Sept ...	New York and Chicago .....	a4	15, 937	.....	211	390	1, 195, 275	3, 064	4
	Boston, Providence and New York .....	1	1, 405	.....	.....	.....	105, 375	.....	.....
	Boston, Springfield and New York .....	2	6, 349	4	.....	.....	476, 175	.....	.....
	New York and Washington .....	3	8, 847	316	98	142	663, 525	4, 672	2
	New York and Pittsburgh b .....	4	14, 038	1, 300	191	316	1, 052, 850	3, 331	3
	New York and Dunkirk .....	2	2, 978	880	49	99	223, 350	2, 255	5
	Albany and New York .....	1	1, 153	16	9	18	86, 475	4, 803	1
	Boston and New York c .....	1	716	.....	.....	.....	53, 700	.....	.....
	Total .....	18	51, 423	2, 516	558	965	3, 856, 725	.....	.....
Oct ....	New York and Chicago .....	a4	17, 011	.....	181	309	1, 275, 825	4, 128	.....
	Boston, Providence and New York .....	1	1, 579	15	.....	.....	118, 425	.....	.....
	Boston, Springfield and New York .....	2	7, 541	5	.....	.....	565, 575	.....	.....
	Boston and New York .....	1	817	.....	.....	.....	61, 275	.....	.....
	New York and Washington .....	3	10, 331	551	169	252	774, 825	3, 074	3
	New York and Pittsburgh .....	4	16, 414	1, 143	276	448	1, 231, 050	2, 747	4
	New York and Dunkirk .....	2	3, 283	1, 176	66	113	246, 225	2, 178	5
	Albany and New York .....	1	1, 299	.....	17	22	97, 425	4, 427	1
	Total .....	18	58, 275	2, 890	709	1, 144	4, 370, 625	.....	.....
Nov ...	New York and Chicago .....	a4	17, 107	138	378	d717	1, 283, 025	1, 788	4
	Boston, Providence and New York .....	1	1, 383	.....	.....	.....	103, 725	.....	.....
	Boston, Springfield and New York .....	2	7, 871	.....	.....	.....	590, 325	.....	.....
	Boston and New York .....	1	733	.....	.....	.....	54, 975	.....	.....
	New York and Washington .....	3	10, 947	e732	179	252	821, 025	3, 257	.....

a One of these trains works city mail only on Sundays.  
b The cause of carrying in undistributed so much mail was double connection.  
c This is a new train working city mail.  
d Missent two packages of letters.  
e The increase of mail unworked is accounted for by a change of schedule, which gives to train 62 the New York City mail from Washington and Charlotte Railroad, which formerly was forwarded on imited express.

## Statement of separation of mail for New York city delivery, &amp;c.—Continued.

Month.	Name of railway post-office.	Trains.	Packages distrib- uted.	Packages undis- tributed.	Incorrect slips.	Errors.	Number of letters distributed (75 to the package).	Number correct to each error.	Order of merit in corrections.
1883.									
Nov ...	New York and Pittsburgh .....	4	14,983	a1,865	276	480	1,119,975	2,604	3
	New York and Dunkirk.....	2	3,466	b559	119	193	259,950	1,346	5
	Albany and New York.....	1	1,118	b105	14	22	83,850	3,810	1
	Total.....	18	57,558	3,399	967	1,614	4,316,850	.....	.....
Dec....	New York and Chicago .....	c4	15,967	188	279	586	1,197,525	2,043	5
	Boston, Providence and New York..	1	1,466	.....	(d)	(d)	109,950	.....	.....
	Boston, Springfield and New York..	2	9,112	.....	(d)	(d)	683,400	.....	.....
	Boston and New York.....	1	814	.....	(d)	(d)	61,050	.....	.....
	New York and Washington.....	3	11,887	d1,731	109	167	854,025	5,113	1
	New York and Pittsburgh .....	4	16,006	1,136	163	f256	1,200,450	4,688	2
	New York and Dunkirk.....	2	4,383	165	76	102	328,725	3,221	4
	Albany and New York.....	1	1,217	129	16	22	91,275	4,148	3
	Total.....	18	60,352	3,299	643	1,133	4,526,400	.....	.....
1884.									
Jan....	New York and Chicago .....	c4	16,129	120	321	g460	1,209,675	2,631	4
	Boston, Providence and New York..	1	1,437	55	(d)	(d)	107,775	(d)	(d)
	Boston, Springfield and New York...	2	8,993	35	(d)	(d)	674,475	(d)	(d)
	Boston and New York.....	1	753	.....	(d)	(d)	56,475	(d)	(d)
	New York and Washington.....	3	11,088	927	90	123	831,600	6,760	1
	New York and Pittsburgh .....	4	16,809	682	215	333	1,260,675	3,785	2
	New York and Dunkirk.....	2	4,288	47	69	140	321,600	2,296	5
	Albany and New York.....	1	1,321	.....	18	29	99,075	3,415	3
	Total.....	18	60,818	1,866	713	1,085	4,561,350	.....	.....
Feb....	New York and Chicago .....	4	14,750	50	280	437	1,106,250	250	5
	Boston, Springfield and New York...	2	7,351	51	(d)	(d)	551,325	(d)	(d)
	Boston, Providence and New York...	1	1,284	88	(d)	(d)	96,300	(d)	(d)
	Boston and New York .....	1	768	.....	(d)	(d)	57,600	(d)	(d)
	New York and Washington.....	3	9,810	h1,077	89	132	698,250	5,288	1
	New York and Pittsburgh .....	4	14,106	i1,318	j232	397	1,057,950	2,664	4
	New York and Dunkirk.....	2	4,199	47	j53	90	314,925	3,498	2
	Albany and New York.....	1	1,168	45	j17	23	87,600	3,868	3
	Total.....	18	52,936	2,676	671	1,082	3,970,200	.....	.....
Mar ...	New York and Chicago k.....	4	15,220	.....	378	661	1,141,500	1,726	5
	Boston, Springfield and New York...	2	6,749	.....	(d)	(d)	506,175	(d)	(d)
	Boston, Providence and New York ..	1	1,546	.....	(d)	(d)	115,950	(d)	(d)
	Boston and New York .....	1	766	57	(d)	(d)	57,450	(d)	(d)
	New York and Washington .....	3	10,698	559	l124	222	802,350	3,613	1
	New York and Pittsburgh .....	4	17,873	564	m207	389	1,340,475	3,445	2
	New York and Dunkirk.....	2	4,574	159	69	120	343,050	2,853	3
	Albany and New York.....	1	1,252	.....	22	42	93,900	2,236	4
	Total.....	18	58,678	1,839	800	1,434	4,400,850	.....	.....

a The large amount of mail unworked is explained by Chief Clerk Hughes as follows: "The bulk of the mail unworked is by train 8, and is owing to the "Limited" connections being received at Harrisburg, which so increases all their work as to render it impossible for clerks to get through."

b No city mail worked on this railroad on election day.

c One train worked mail only on Sunday.

d No data.

e A large part of this mail was unworked because of extremely heavy State mail; also because of trains failing to receive regular connections from the South at Washington, D. C.; also on one day (31st), on day line, on account of receiving the United States Treasury letters containing the checks for interest on United States Government bonds, which made the mails so heavy that no city mail was worked.

f One misdirected package.

g Also two misent packages during the month in New York and Chicago R. P. O.

h All the mail unworked by fast mail and day line caused by double connections from the South on 8th instant through sudden illness of clerk in charge on fast mail.

i The cause of so much mail being unworked was double connections received on account of flood.

j One misdirected package on Albany and New York, New York and Dunkirk, and New York and Pittsburgh R. P. O's.

k Nothing unworked in New York and Chicago R. P. O. for the first time since New York City distribution began.

l Misdirected packages during March in New York and Washington R. P. O.

m Misdirected packages during March in New York and Pittsburgh R. P. O.

Statement of separation of mail for New York city delivery, &c.—Continued.

Month.	Name of railway post-office.	Trains.	Packages distrib- uted.	Packages undis- tributed.	Incorrect slips.	Errors.	Number of letters distributed (75 to the package).	Number correct to each error.	Order of merit in corrections.
1884. April ..	New York and Chicago .....	4	15, 125	.....	a172	439	1, 134, 375	2, 583	5
	Boston, Springfield and New York ..	2	6, 913	.....	(b)	(b)	518, 475	(b)	(b)
	Boston, Providence and New York ..	1	1, 520	.....	(b)	(b)	114, 000	(b)	(b)
	Boston and New York .....	1	731	.....	(b)	(b)	54, 725	(b)	(b)
	New York and Washington .....	3	10, 943	108	111	199	820, 825	4, 124	1
	New York and Pittsburgh .....	4	17, 464	130	251	389	1, 309, 800	3, 366	2
	New York and Dunkirk .....	2	4, 399	121	75	120	329, 925	2, 748	3
	Albany and New York .....	1	1, 372	.....	19	38	102, 900	2, 707	4
	Total .....	18	58, 467	359	628	1, 185	4, 385, 025	.....	.....
May ...	New York and Chicago .....	4	14, 790	.....	342	c561	1, 109, 250	1, 958	6
	Boston, Springfield and New York ..	2	6, 235	.....	95	141	467, 625	3, 315	4
	Boston, Providence and New York ..	1	1, 511	(b)	(b)	.....	113, 325	(b)	(b)
	Boston and New York .....	1	825	(b)	(b)	.....	61, 875	(b)	(b)
	New York and Washington .....	3	9, 678	124	92	140	725, 850	5, 184	1
	New York and Pittsburgh .....	4	16, 558	.....	170	278	1, 241, 850	4, 466	3
	New York and Dunkirk .....	2	4, 746	.....	79	130	355, 950	2, 736	5
	Albany and New York .....	1	1, 491	d50	18	23	111, 825	4, 861	2
June ...	Total .....	18	55, 834	224	796	1, 273	4, 187, 550	.....	.....
	New York and Chicago .....	4	13, 271	.....	e155	223	995, 325	4, 462	5
	Boston, Springfield and New York ..	2	6, 627	26	17	22	497, 025	22, 546	1
	Boston, Providence and New York ..	1	1, 418	.....	9	13	106, 350	8, 179	2
	Boston and New York .....	1	829	.....	36	49	62, 175	1, 268	8
	New York and Washington .....	3	7, 983	14	83	119	598, 725	5, 030	3
	New York and Pittsburgh .....	4	14, 628	f76	206	304	1, 097, 100	3, 607	6
	New York and Dunkirk .....	2	4, 353	9	81	124	326, 475	2, 632	7
	Albany and New York .....	1	1, 624	9	21	26	121, 800	4, 679	4
	Total .....	18	50, 733	134	608	880	3, 804, 975	.....	.....

a One missent package in New York and Chicago R. P. O. during the month.  
b No data.  
c Three missent packages on New York and Chicago during this month.  
d Had an old car (No. 4, Syracuse, Auburn and Rochester), and no account to work any New York City mail on May 14.  
e One missent package in New York and Chicago R. P. O.  
f The cause which led to any New York City mail being unworked was the mispiling of a pouch of said mail by clerks on western division.

## Statement of separation of mail for Philadelphia city delivery.

Month.	Name of railway post-office.	Trains.	Packages distrib- uted.	Packages undis- tributed.	Incorrect slips.	Errors.	Number of letters distributed (75 to the package).	Number correct to each error.	Order of merit in corrections.
1883.									
Oct .....	New York and Pittsburgh <i>a</i>	1	851	.....	0	0	63, 825	.....	.....
	New York and Washington	1	627	.....	0	0	47, 025	.....	.....
	New York and Philadelphia	1	.....	.....	.....	.....	.....	.....	.....
	Total .....	2	1, 478	.....	0	(b)	110, 850	.....	.....
Nov .....	New York and Pittsburgh	2	6, 977	c161	0	0	523, 275	.....	.....
	New York and Washington	1	915	28	0	0	68, 625	.....	.....
	New York and Philadelphia	1	662	.....	0	0	49, 650	.....	.....
	Total .....	4	8, 554	189	0	(b) *	641, 550	.....	.....
Dec .....	New York and Pittsburgh	2	7, 152	c942	(a)	(a)	536, 400	(a)	(a)
	New York and Washington	1	1, 135	d122	(a)	(a)	85, 125	(a)	(a)
	New York and Philadelphia	1	813	.....	(a)	(a)	60, 975	(a)	(a)
	Total .....	4	9, 100	1, 064	.....	.....	682, 500	.....	.....
1884.									
Jan .....	New York and Pittsburgh	2	7, 636	62	(a)	(a)	572, 700	(a)	(a)
	New York and Washington	1	1, 119	e106	(a)	(a)	83, 925	(a)	(a)
	New York and Philadelphia	1	773	f23	(a)	(a)	57, 975	(a)	(a)
	Total .....	4	9, 528	191	.....	.....	714, 100	.....	.....
Feb .....	New York and Pittsburgh	2	7, 317	.....	(a)	(a)	548, 775	(a)	(a)
	New York and Washington	1	1, 055	9	(a)	(a)	79, 125	(a)	(a)
	New York and Philadelphia	1	939	.....	(a)	(a)	70, 425	(a)	(a)
	Total .....	4	9, 311	9	.....	.....	698, 325	.....	.....
March .....	New York and Pittsburgh	2	7, 736	g156	(a)	(a)	580, 200	(a)	(a)
	New York and Washington	1	1, 116	h16	(a)	(a)	83, 700	(a)	(a)
	New York and Philadelphia	1	931	.....	(a)	(a)	69, 825	(a)	(a)
	Total .....	4	9, 783	172	.....	.....	733, 725	.....	.....
April .....	New York and Pittsburgh	2	8, 323	i106	(a)	(a)	624, 225	(a)	(a)
	New York and Washington	1	1, 125	.....	(a)	(a)	84, 375	(a)	(a)
	New York and Philadelphia	1	1, 196	.....	(a)	(a)	89, 700	(a)	(a)
	Total .....	4	10, 644	106	.....	.....	798, 300	.....	.....
May .....	New York and Pittsburgh	2	8, 122	i40	20	35	609, 150	17, 403	2
	New York and Washington	1	965	.....	3	5	72, 375	14, 475	3
	New York and Philadelphia	1	1, 057	.....	2	3	79, 275	26, 424	1
	Total .....	4	10, 144	40	25	43	760, 800	.....	.....
June .....	New York and Pittsburgh	2	7, 351	.....	24	35	551, 325	15, 751	2
	New York and Washington	1	969	.....	3	5	72, 675	14, 534	3
	New York and Philadelphia	1	1, 252	.....	2	3	93, 900	31, 299	1
	Total .....	4	9, 572	.....	29	43	717, 900	.....	.....

*a* No data.*b* Philadelphia post-office does not check errors.*c* Caused by insufficient force.*d* All unworked on one day caused by receiving the letters from United States Treasury containing checks for interest on Government bonds. This large addition to usual mails rendered it impossible to work any city letters.*e* All unworked on one day; cause, a double delayed mail and regular clerk not on duty.*f* Arrangements have been made which it is expected will prevent any more mail being unworked on New York and Philadelphia R. P. O.*g* On the date when this mail was unworked Train No. 10 received all Train No. 8 connections as well as their own, consequently failed to work all.*h* On the date when this mail was unworked Train No. 40 received a delayed southern connection.*i* Mail undistributed was caused by being one clerk short and giving New York City mail the preference.



Statement of letters for Washington, D. C., city delivery, distributed in R. P. O., from December, 1883, to June, 1884, inclusive.

Month.	Railway post-office.	Daily trips.	Packages distrib-uted.	Packages undistrib-uted.	Incorrect slips.	Errors.	Number of letters distributed, at 75 to the package, by all railway post-offices.	Number correct to each error.	Order of merit.
December .	Baltimore and Grafton .....	3	4,081	*2,386	52	58	} 601,500	4,289	{ 2 3 1
	Washington and Charlotte...	2	2,108	.....	37	57			
	Washington and Richmond ..	2	1,831	.....	24	25			
	Total for December .....	.....	8,020	2,386	113	140			
January ...	Baltimore and Grafton .....	3	3,748	*1,965	32	42	} 939,450	7,961	{ 3 2 1
	Washington and Charlotte...	2	3,725	.....	34	41			
	Washington and Richmond ..	2	5,053	.....	24	35			
	Total for January .....	.....	12,526	1,965	90	118			
February ..	Baltimore and Grafton .....	3	2,675	*1,701	22	30	} 610,625	8,979	{ 3 1 2
	Washington and Charlotte...	2	3,141	367	17	19			
	Washington and Richmond ..	2	2,459	29	18	19			
	Total for February .....	.....	8,275	2,097	57	68			
March .....	Baltimore and Grafton .....	3	4,309	*5,407	30	38	} 792,825	6,052	{ 1 3 2
	Washington and Charlotte...	2	3,739	.....	42	59			
	Washington and Richmond ..	2	2,523	.....	23	34			
	Total for March .....	.....	10,571	5,467	95	131			
April .....	Baltimore and Grafton .....	3	3,350	*6,971	16	22	} 721,500	7,287	{ 1 3 2
	Washington and Charlotte...	2	3,356	.....	40	44			
	Washington and Richmond ..	2	2,914	.....	31	33			
	Total for April .....	.....	9,620	6,971	87	99			
May .....	Baltimore and Grafton .....	3	4,147	*4,639	25	40	} 758,550	8,428	{ 2 3 1
	Washington and Charlotte...	2	3,520	.....	28	34			
	Washington and Richmond ..	2	2,447	.....	15	16			
	Total for May .....	....	10,114	4,639	68	90			
June .....	Baltimore and Grafton .....	3	5,024	*2,826	22	26	} 782,700	10,870	{ 2 3 1
	Washington and Charlotte...	2	3,119	.....	26	35			
	Washington and Richmond ..	2	2,293	.....	10	11			
	Total for June .....	.....	10,436	2,826	58	72			

\* The large amount of unworked Washington, D. C., mail reported by the Baltimore and Grafton railway post-office was due to want of sufficient force to make the distribution. The line had more work than it could do before they were required to distribute Washington City mail, hence the large amount of the latter reported unworked.

## CASUALTIES.

*July 1, 1883.*—Salida and Grand Junction R. P. O. train No. 7, bound east, was wrecked 9 miles east of Grand Junction, Colo. Four cars left the track. Mail apartment was a complete wreck. Clerk J. W. Harvey, in charge, was considerably bruised, but not incapacitated for duty. The mails were saved, though delayed 13 hours.

*July 4, 1883.*—Palestine and Laredo R. P. O. train No. 502, north bound, collided with a coal train near Austin, Tex., materially damaging the mail apartment. Clerk-in-Charge Charles Thompson slightly injured. The mails sustained no damage.

*July 5, 1883.*—Charlotte and Atlanta R. P. O. train No. 53 was badly wrecked near Central, S. C. Clerks Hills and Myers were painfully injured. All mails were recovered.

*July 13, 1883.*—Saint Joseph and Albany R. P. O. train No. 2 was struck by a tornado a few miles from Albany. Engine, mail apartment, and coaches were blown over and badly damaged. No mails were lost. Clerk in charge, J. B. Twist, was slightly bruised.

*July 13, 1883.*—Burlington and La Clede R. P. O., south bound, was blown from the track about  $1\frac{1}{2}$  miles from Browning, Mo. No mail was lost and but one letter damaged. Clerk J. W. Barlow sustained very severe bruises about the arm and leg.

*July 16, 1883.*—Texarkana and Houston R. P. O. train No. 303 south bound from Texarkana, collided with a freight train near Sulphur Station, Tex. Mail apartment was wrecked and 10 sacks of paper mail were considerable damaged by escaping steam from the engine; they were, however, forwarded to destination.

*July 16, 1883.*—Saint Paul and Elroy R. P. O., bound east, collided with a freight train between Knapp and Menomonee, Wis. Mail car No. 302 was completely destroyed. J. M. Fausch miraculously escaped injury. A portion of the mail was considerably damaged, but none was lost.

*July 17, 1883.*—Bristol and Chattanooga R. P. O., night line, bound east, was thrown from the track a short distance east of Knoxville, Tenn., by a misplaced switch. The mail car was badly damaged, but the mails were saved and forwarded to destination.

*July 17, 1883.*—Vanceborough and Bangor R. P. O. postal car No. 563, day line, was thrown from the track near Kingman, Me., and badly damaged. No one was injured, and all the mails saved.

*July 19, 1883.*—Sedalia and Kansas City R. P. O. train No. 43, west-bound, was wrecked near Hughesville, Mo., resulting from a washout. The entire train was derailed; the mail and baggage car and two coaches were thrown on their sides. Mail was somewhat damaged by water and dirt, but it was forwarded to destination. Clerk-in-Charge J. T. W. McKeen was severely bruised about the head and back, incapacitating him for duty for some time.

*July 19, 1883.*—Jacksonville and Pensacola R. P. O., east bound, was thrown from the track 5 miles west of Tallahassee, Fla. E. T. Griffin, clerk in charge, was seriously injured. No mails were lost.

*July 21, 1883.*—Winona and Tracy R. P. O., bound east, was struck by a tornado when about  $1\frac{1}{2}$  miles west of Owatonna, Minn. The entire train, excepting the engine, was blown from the track. The postal car turned over several times and rolled down an embankment. Julius

Kirschstein, clerk in charge, was considerably bruised. The mails were damaged by dirt and water, and though in bad condition were forwarded to destination.

*July 28, 1883.*—New York and Washington R. P. O. "fast mail" ran off the track at the corner of South Capitol street and Virginia avenue, Washington, D. C., owing to a misplaced switch. The engine and postal car were considerably damaged. No one injured. The mails were found in good condition; transferred and forwarded to destination.

*August 5, 1883.*—Kansas City and Deming R. P. O. train No. 105 was wrecked 12 miles south of Las Vegas, N. Mex., by a broken rail. Mail apartment was badly damaged, one side being crushed in. Clerks H. J. Babcock and H. E. Headington sustained slight injuries. No mails were lost. A number of sacks of paper mail were badly wet in the transfer from the damaged mail apartment to the baggage car, which was made during a heavy rain storm.

*August 12, 1883.*—Pueblo and Silverton R. P. O. train No. 6 was wrecked near Huerfano, Colo., caused by a washout. The entire train left the track and was turned over on its side. No mails were lost or injured. Substitute Clerk Jos. H. Laon severely bruised, but not incapacitated for duty.

*August 15, 1883.*—Statesville and Charlotte R. P. O., north bound, was derailed 4 miles from Charlotte, N. C. Mail considerably damaged by water from cooler, but was forwarded to destination. Clerk in charge slightly injured.

*August 17, 1883.*—Charlotte and Atlanta R. P. O. train No. 51 ran through an open switch at Charlotte, N. C., colliding with an extra engine, badly damaging both and breaking in letter end of postal car "Gainesville," destroying letter-cases, tables, pouch-rack, and stove. The fireman was fatally injured. No mail was lost or damaged. Postal Clerks Mattison and Crews escaped without injury.

*August 18, 1883.*—Montgomery and New Orleans R. P. O. train No. 4 met with serious accident at Bayou Sara, 9 miles north of Mobile, Ala. The engine, tender, and front end of baggage car were precipitated through the draw of the bridge. There was no special damage done to postal car, or loss of mails. Postal Clerk T. W. Lindsey was somewhat bruised by jumping from the car. Engineer Edward Brown was drowned.

*August 21, 1883.*—Memphis and Little Rock R. P. O. was wrecked about 4 miles west of Forest City, Ark., by breaking through a trestle. A small portion of the mail was lost and some 20 letters were damaged by oil. Postal Clerk J. E. Weaver slightly injured. Three persons were killed in the wreck and 7 injured. Mails were delayed 13 hours.

*August 22, 1883.*—Leavenworth and Miltonvale R. P. O. train No. 151 wrecked a short distance west of Winchester, Kans. Engine, one coach, and mail car derailed. H. Mott, postal clerk, escaped unhurt; reported a few letters missing.

*August 23, 1883.*—Richford and Concord R. P. O., north bound, collided with a freight train near Newport, Vt. Postal Clerk Herbert was thrown the whole length of his car, striking against the edge of the table. No loss, and but little damage to the mails.

*August 23, 1883.*—Louisville and Nashville R. P. O. train No. 2 ran into a coal train near Lebanon Junction, Ky., wrecking the train and damaging the postal car. J. C. Nisbet, clerk in charge, sustained a painful injury, his right hand being crushed. All of the mail was saved and forwarded to destination.

*August 25, 1883.*—Saint Louis, Moberly and Kansas City R. P. O.

train No. 2, east bound, was derailed 1½ miles west of Moberly, Mo. G. A. Bailey, clerk in charge, was badly injured. No mails damaged or lost.

*August 26, 1883.*—Pittsburgh and Saint Louis R. P. O. collided with a freight train at Mingo Junction, Ohio, badly wrecking the postal car. Clerk W. M. Hoyt was fatally injured, and died the next morning. Clerk J. B. Newman was also badly hurt. The remaining clerks in the crew escaped without serious injury. All of the mail was saved.

*September 3, 1883.*—Boston and Waterbury R. P. O. east-bound mail car was badly damaged in an accident at New Britain, Conn. No mails were delivered east of Hartford.

*September 6, 1883.*—Des Moines, Percy and Albia R. P. O., east, collided with freight train near Albia, Iowa. Clerk T. J. West was severely injured about the head.

*September 8, 1883.*—Pueblo and Silverton R. P. O. train No. 5, Denver and Rio Grande Railway, was wrecked 2 miles west of Salt Creek, Colo. Mail apartment was considerably damaged. No mail was lost, although some was slightly damaged by oil.

*September 8, 1883.*—Salida and Ogden R. P. O. train No. 7, Denver and Rio Grande Railway, was wrecked between Thompson's Springs and Little Grand Station, Utah. The engine and mail car were derailed and rolled down an embankment. Clerk Dell Dickson was somewhat injured. No mails were lost, but about a dozen letters were damaged by oil.

*September 10, 1883.*—Atchison and Lenora R. P. O. train No. 64, Central Branch Union Pacific Railroad, was wrecked 2 miles east of Muscotah, Kans. Clerk E. A. Wentworth and J. B. Stanley, substitute, were considerably bruised. No mail lost or destroyed. Some sacks of local paper mail and a few letters were damaged by oil.

*September 14, 1883.*—Saint Louis, Moberly and Kansas City R. P. O. train No. 3, Wabash, Saint Louis and Pacific Railway, collided with east-bound express No. 4 at Arnold's Station, 7 miles east of Kansas City. The engines of both trains were completely wrecked, and the mail car of train No. 3 was badly damaged. H. A. Silver, railway postal clerk in charge, was severely cut and bruised and also injured about the spine. No mails were lost and none materially damaged.

*September 15, 1883.*—Boston and Wellfleet R. P. O. Clerk S. A. Hinckley was struck on the side quite violently by one end of the catcher. He had neglected to change the catcher for the south trip, and while the train was in motion one end of the catcher struck a switch frame, throwing the other end against Mr. Hinckley. He sustained injuries that incapacitated him for duty for some time.

*September 15, 1883.*—Cairo and Jonesborough R. P. O. ran into an engine of the Saint Louis, Iron Mountain and Southern Railway at the crossing near Bird's Point, Mo., completely wrecking the mail car and scattering the mail over the ground. The mail was not materially damaged. Clerk-in-Charge L. H. Lohr jumped from the car before the collision occurred and thus escaped injury.

*September 17, 1883.*—Council Bluffs and Kansas City R. P. O., north bound, collided with a freight train near Corning, Mo. The engines of the two trains were completely wrecked and the mail was scattered about the mail apartment, but none was lost or damaged. Clerk J. F. Johnson was thrown from the car upon a pile of railroad iron and sustained a compound fracture of his ankle, which disabled him from duty. Clerk R. M. Gallup escaped without injury.

*September 17, 1883.*—Texarkana and El Paso R. P. O. train No. 304 was derailed near Millsap, Tex. The letter mail was thrown from the cases

and badly mixed, but none was lost or damaged. Clerk W. M. Ward was thrown against the letter case and back over the paper rack, receiving considerable bruises. The mail was delayed 9 hours.

*September 21, 1883.*—Saint Louis and Texarkana R. P. O. train No. 604 was wrecked near crossing of Little Rock and Fort Smith Railway. The trucks under forward end of postal car were so badly broken that it was necessary to abandon the car.

*September 27, 1883.*—Granger and Shoshone R. P. O. collided with a gravel-train about 35 miles west of Granger, Wyoming, wrecking one platform of postal car and somewhat bruising Clerk E. Canniff. No mail was lost or injured.

*September 29, 1883.*—Texarkana and Houston R. P. O. north, train No. 452, collided with a freight car on siding at Dodge Station, Tex. The front end of mail car was entirely demolished, covering the mails 2 feet deep with *débris*. No mails were lost, however, nor materially damaged. The wreck occasioned a failure of service on this line for this date.

*October 5, 1883.*—Evansville and Nashville R. P. O., leaving Evansville, Ind., ran off track, overturning and demolishing mail car. Clerk M. Herstein slightly injured. No mail damaged or lost.

*October 8, 1883.*—Denison and Taylor R. P. O. train No. 154 was set on fire at Mastersville, Tex., by sparks from the engine. The mails and Government property therein were almost entirely destroyed, comprising forty-five canvas sacks, six leather pouches, and one box of type; four registered packages were saved intact, and the contents of three more were saved. Several packages of letters were recovered from the *débris* and turned over to the postmaster by C. B. Green, clerk in charge.

*October 12, 1883.*—Indianapolis and Decatur R. P. O. collided with two cars which were being switched about in making up a train at Houghville, Ind. W. D. Cannon, postal clerk, was precipitated from the mail car by the force of the collision, and was badly injured in the spine. Cars slightly damaged; mails uninjured.

*October 13, 1883.*—Atchison and Lenora R. P. O., leaving Atchison at 8 p. m., was wrecked near Clifton, Kans., by misplaced switch. Engine, mail apartment, and baggage car derailed and considerably damaged. Several letters damaged by oil, but were forwarded to destination. E. A. Wentworth, clerk in charge, uninjured.

*October 15, 1883.*—Saint Louis and Texarkana R. P. O. train No. 602, north-bound from Little Rock, Ark., four hours late, while rounding a curve near Iron Mountain, Mo., ran into the rear end of a freight train. Engine of mail train wrecked, and front end of postal car damaged; mails uninjured. D. McIlvaine, clerk in charge, and other clerks in crew, unhurt.

*October 18, 1883.*—Salida and Ogden R. P. O. train No. 8, leaving Ogden, Utah, October 17, was wrecked 14 miles west of Delta, Colo., by a large rock on the track. The engineer was killed; the fireman and R. O. G. Showell, postal clerk in charge, seriously injured. Mr. Showell was thrown several rods from his car by the force of the collision, severely bruising his face and chest and badly lacerating his left arm. He also received injuries to his spine, from the effects of which he was compelled to leave the service. The mail car was a total wreck, nothing remaining except the wheels and one end wall. A portion of the mails were badly injured, several large packages being rendered unfit to forward to destination; also several packages of merchandise.

*October 22, 1883.*—Cincinnati and Nashville R. P. O. train No. 1 was



thrown from the track by an open switch near Sulphur, Ky. Engine and postal car were thrown down an embankment; the latter turned on its side. Frank Lindsey, clerk in charge, was hurled against the counter of the paper-case, slightly injuring his body and right knee. No mails were damaged.

*October 22, 1883.*—Waycross and Chattahoochee R. P. O. train No. 8 wrecked at 210-mile post. Entire train thrown down an embankment and turned over. Large quantity of mail damaged by water from cooler and oil from lamps. H. R. Stewart, postal clerk, slightly bruised.

*October 22, 1883.*—Newton and Arkansas City R. P. O. collided with the Atchison, Topeka, and Santa Fé pay-car near Winfield, Kans. The front end of mail car was broken in and mails scattered, but were gathered up and forwarded to destination. Clerk in charge, S. W. Wilcox, was seriously injured.

*October 23, 1883.*—Cairo and Texarkana R. P. O. train No. 1 was wrecked near Pine Bluff, Ark., by spreading of the rails. Three coaches and baggage car left the track, seriously injuring several passengers. Mail cars, mails, and clerk in charge, C. Burkhardt, were not injured.

*October 24, 1883.*—Houston and Galveston R. P. O. L. C. June-man, postal clerk, was leaving the Houston post-office prepared to take his run. The mail wagon on which he was seated overturned, and he was thrown underneath it, seriously injuring him, on account of which he was unable to perform service for several days.

*October 25, 1883.*—Salida and Ogden R. P. O. train No. 7 was wrecked near Thistle, Utah, caused by a horse upon the track. The engine and mail car left the track and turned over. The engineer and L. H. Maffitt, substitute clerk, were badly injured. No mails were damaged.

*October 26, 1883.*—Texarkana, Whitesborough and Fort Worth R. P. O. train No. 332, east-bound, was wrecked by a broken rail near Clarksville, Tex. Mail apartment and all the coaches left the track. N. W. Towne, clerk in charge, escaped without serious injury. No mails damaged.

*October 29, 1883.*—Cincinnati and Saint Louis R. P. O. train No. 4 jumped the track at Holton, Ind., wrecking the postal car. No mails were lost. None of the clerks injured.

*October 30, 1883.*—Pleasant Hill and Cedar Junction R. P. O. train No. 42, east-bound, was wrecked 2 miles east of Pleasant Hill, Mo. Mails were transferred to engine and taken to Pleasant Hill. None were lost. Postal Clerk J. O. Martin was uninjured.

*October 31, 1883.*—Newton and Lancaster R. P. O. train No. 1 was wrecked 1 mile north of Gastonia, N. C., upsetting the mail car and considerably damaging the mails. They were recovered, however, and forwarded to destination. No one injured.

*October 31, 1883.*—Boston and Troy R. P. O. train No. 33 collided with an engine and wrecking-car,  $1\frac{1}{4}$  miles north of Troy depot, throwing most of the train from the track. Mail car No. 312, with two passenger coaches, were badly wrecked. Neither clerks nor mail were injured.

*November 6, 1883.*—New Orleans and Marshall R. P. O. train No. 401 ran into a split switch, at a point 3 miles west of New Orleans, and was ditched. The postal car was considerably damaged. The mail was very much soiled by dirt and water and oil from the broken lamps. It was gathered up and forwarded without any loss. Clerk H. A. Miller was not hurt.

*November 8, 1883.*—Texarkana, Whitesborough and Fort Worth R. P. O. train No. 331, Texas and Pacific Railway, collided with a freight train

near Whitesborough, Tex., badly wrecking the mail train and causing a delay of 17 hours to the mails. Clerk-in-Charge N. W. Townes was considerably cut and bruised.

*November 17, 1883.*—Cairo and New Orleans R. P. O. train N. 4 collided with express train No. 3 at a point 2 miles north of Bradford, Tenn. Clerks Clemons, Truly, and Crudup were on duty. Clemons was injured by cuts on right hand and left wrist; Truly was slightly injured on the right shoulder; Crudup was fatally injured and died on the 2d of December following. The letter mail was badly soiled and scattered, but it is believed that none was lost. Eight sacks of paper and a through registered pouch containing 34 registers were totally destroyed by fire, it being impossible to save them. The postal car was also burned.

*November 19, 1883.*—East Saginaw and Lakeview R. P. O. A fire occurred in the mail apartment at Saint Louis, Mich., while the clerk had gone to his dinner. One leather pouch, two catcher pouches, and several canvas sacks were destroyed. No mail was lost. The mail apartment was slightly burned.

*November 20, 1883.*—Columbia and Walhalla R. P. O. ran into a freight train about 40 miles west of Columbia, S. C., demolishing the engine and injuring the mail car. Clerk T. A. Sullivan sprained his ankle in jumping from the train. No mail was lost.

*November 22, 1883.*—Davenport and Cameron R. P. O. One of the lamps at the letter case was not working properly, and while Clerk R. Bird was trying to remedy the matter a piece of refuse wick flew into a box in the case, burning the ends of 14 letters, but not seriously injuring them.

*November 24, 1883.*—Deming and San Francisco R. P. O. train No. 19 was ditched near Gage Station, N. Mex., and attacked by train-robbers, who killed the engineer and shot several times at the fireman and the postal clerk, W. O. Swan, jr., without effect, however. They then boarded the train, robbing the conductor and passengers and the express car. They also ransacked the postal car, cutting open several packages of letters. No further damage was done to the mail.

*November 26, 1883.*—Oneida and New York R. P. O. Clerk L. S. Church, while transferring the mail from his car at Stockbridge, N. J., was thrown from the door by a sudden lurch of the car, and striking on his head, his neck was broken, killing him instantly.

*December 3, 1883.*—Jacksonville and Enterprise R. P. O. Steamer F. du Barry burned at Jacksonville, Fla. One sack of paper mail which had been left on board was so damaged that it could not be forwarded to destination. Register book and receipts, together with post-marking stamp and type of D. S. Tingley, postal clerk, were lost.

*December 6, 1883.*—Toledo and Mansfield R. P. O. While delivering the mail at Walbridge, Ohio, Postal Clerk James Ross slipped and fell from the train, receiving serious injuries.

*December 8, 1883.*—Quincy and Trenton R. P. O. was derailed near Green Castle, Mo. Clerk J. W. Potter slightly injured; no mail lost or damaged.

*December 9, 1883.*—Charleston and Jacksonville R. P. O. collided with mail train on Brunswick and Western Railroad (Brunswick and Albany R. P. O.) at Way Cross, Ga. The mail car on the latter train was completely demolished, but clerks and mail escaped uninjured.

*December 9, 1883.*—Saint Louis and Texarkana R. P. O., when near North Berne, Ark., north bound, the axle on tender broke, tearing away the front trucks of the postal car; thereby letting the body of the car

down on the track, in which condition it was dragged about 300 yards. Train delayed 7 hours; clerks and mail uninjured.

*December 10, 1883.*—Tracy and Pierre R. P. O., east-bound, thrown from the track 3 miles west of Wolsey, Dak., by broken axle on tender. Stove in postal car turned over and two letters burned. About 50 letters saturated with oil from the lamps. Car slightly damaged.

*December 10, 1883.*—Saint Louis and Halstead R. P. O., east-bound, when near Marshfield, Mo., a lamp in the postal car exploded, and the burning oil damaged about 200 ordinary and 75 registered letters. Several of the latter were so badly burned that they could not be forwarded to destination.

*December 11, 1883.*—Texarkana and McGregor R. P. O. Train No. 2 was wrecked near Gilmer, Tex., by a spreading of the rails. Postal car thrown from the track and badly damaged. Mail considerably damaged by oil and water, but all forwarded. Train delayed 14 hours.

*December 12, 1883.*—Saint Louis and Springfield R. P. O. Sack of paper mail fell against the heater and was somewhat burned; all but two packages were forwarded to destination.

*December 14, 1883.*—Dresden and Cincinnati R. P. O., east bound, collided with freight train at McCluney, Ohio. Postal Clerk Looker slightly injured. No mail lost or damaged.

*December 17, 1883.*—Jacksonville and Pensacola R. P. O., east division, bound east, was thrown from the track near Houston, Fla. Postal Clerk Griffin slightly injured. No mail damaged.

*December 20, 1883.*—Burlington and Laclede R. P. O., bound north, was derailed between Willits and Boyer's Station, Iowa. Postal Clerk Thompson injured about the right shoulder. No mail lost or damaged.

*December 20, 1883.*—Grafton and Chicago R. P. O. wrecked near Belton, W. Va. Postal car thrown from the track down an embankment. Clerks and mail uninjured. Train delayed 11 hours.

*December 21, 1883.*—Salisbury and Warm Springs R. P. O., east-bound, left the track and rolled down an embankment near Asheville, N. C. Postal car wrecked and mail slightly damaged.

*December 23, 1883.*—Albuquerque and Needles, R. P. O. east-bound, 3 miles east of Winslow, Ariz., left the track and fell down a high embankment; clerk slightly hurt and mail uninjured; mail delayed 13 hours.

*December 22, 1883.*—Danville and Olney R. P. O., bound north, was thrown from the track  $2\frac{1}{2}$  miles north of Casey, Ill., by a spreading of the rails. Postal car turned over on its side; clerk uninjured; no mail lost or damaged.

*December 23, 1883.*—Indianapolis and Louisville R. P. O., south-bound, was wrecked near Franklin, Ind., by a spreading of the rails. Postal car totally wrecked; Clerk C. M. Anthony somewhat bruised; no mail lost or damaged.

*December 23, 1883.*—Montgomery and Selma R. P. O. train No. 31 was thrown from the track by a broken rail, 4 miles from Montgomery, Ala.; clerks unhurt; mail not damaged.

*December 24, 1883.*—Bangor and Boston R. P. O. train No. 71 was wrecked at Greenland, N. H., by the breaking of a switch-rod while the train was passing over it. The rear portion of the train was thrown upon the side-track, where, coming in contact with the engine of a freight train, it was thrown from the rails, telescoping the postal car which stood upon the main track. The latter was a complete wreck, but the mails were gathered up, and it is thought that none were lost. Clerks uninjured. Train delayed 12 hours.



*December 25, 1883.*—Philadelphia and Harrisburgh R. P. O. train No. 71 collided with "limited" express at Landesville, Pa.; Clerk Getz slightly injured in the leg; no damage to the mail.

*December 28, 1883.*—Ogden and San Francisco R. P. O., bound east, ran into a freight car at the mouth of the Bloomer Cut. The timbers of the snow-shed falling upon the postal car caused some slight damage. All of the glass was broken in, doors and windows and tin roofing torn off. Clerks and mail uninjured.

*December 29, 1883.*—Kansas City and Pueblo R. P. O., bound west, collided with a freight train at Emporia, Kans. The front end of the postal car was crushed in, but clerks escaped uninjured. Mails were considerably delayed, but not damaged.

*January 3, 1884.*—Chicago and Saint Louis R. P. O. on trip south, the Searle heater in mail car No. 33 exploded, setting fire to some of the mail matter, including three registered pouches. The damage was very slight, several packages being scorched, one letter and one postal card burned; no one injured.

*January 4, 1884.*—Louisville and Warm Springs R. P. O., south-bound, when near Careyville, Tenn., was wrecked. The engine was thrown from the track, pulling with it the mail car. The mails were transferred without loss or damage. No one injured.

*January 4, 1884.*—Kansas City and Denver R. P. O. train No. 102, leaving Denver, Colo., collided with rear end of a freight near River Bend, Colo. Engine and front end of postal car badly damaged. Neither mails nor clerks were injured.

*January 4, 1884.*—Fargo and La Moure R. P. O., bound east, struck a broken rail at Cabron, 36 miles west of Fargo. The entire train, except engine, was wrecked. No mails were damaged or lost.

*January 4, 1884.*—Tracy and Redfield R. P. O., east bound, struck the rear of a freight train standing on main track between Henry and Vera, Dak.; the shock threw the letter mail out of the case, but nothing was damaged or lost. At 10.30 p. m., while the passenger train was standing at the scene of the accident, it was struck in the rear by an engine and snow-plow. The mail car was partially telescoped by a coach and took fire. All letter and registered mail was saved. One-third sack of papers, 12 pouches and locks, six canvas sacks, one package of receipts for registered matter, and a few other supplies were burned. Clerk-in-Charge Jesse Nunn seriously injured. All mail was saved. Postal Clerk Van Zandt escaped uninjured.

*January 5, 1884.*—The Tracy and Pierre R. P. O., east-bound, was wrecked 4 miles west of Volga, Dak., caused by snow-drifts. The mail car was thrown upon its side; some of the mail was considerably damaged by oil, but all was forwarded to destination; no one was injured.

*January 5, 1884.*—Louisville and Mount Vernon R. P. O. train No. 1 was derailed near Wiuslow, Ind. The engine and mail car were thrown from the track and considerably damaged.

*January 7, 1884.*—The Omaha and Stromsburgh R. P. O., east-bound, was thrown from the track about 3 miles east of Valparaiso, Nebr. The mail car was badly damaged. A few supplies but no mails were lost; no one injured.

*January 7, 1884.*—Denison and Houston R. P. O., south-bound, when nearing Kasse, Tex., B. S. Hamilton, postal clerk, looked out of his car preparatory to delivering mail, and was struck on the head by a freight car on a siding and instantly killed. The registered matter was taken charge of by postmaster at Bremond, Tex., the car locked

and sent to Houston, where the mails were properly distributed and forwarded to destination.

*January 7, 1884.*—Cincinnati and Nashville R. P. O. was wrecked at O'Bannon Station, 15 miles north of Louisville, Ky. None of the clerks or mail were injured.

*January 8, 1884.*—The Macon and Brunswick R. P. O. was thrown from the track by a broken rail near Graham, Ga. No damage done.

*January 15, 1884.*—The Clifton Forge and Huntington R. P. O. train No. 5 collided with a freight train about 1 mile west of Clifton Forge, Va. The mail car was badly damaged; clerk and mails uninjured.

*January 16, 1884.*—New Orleans and Marshall R. P. O., bound east, when near Lamourie Bridge, La., the axle of tender broke. The mail car was thrown from the track. No mails were lost or damaged.

*January 16, 1884.*—Ogdensburgh and Rome R. P. O. was thrown from the track and down an embankment, about  $2\frac{1}{2}$  miles south of Rensselaer Falls, N. Y.; one end and side of the postal car was badly crushed in. The mail was taken out in bad shape, the letters being soaked in oil. None lost or destroyed. J. B. Pettibone, clerk in charge, somewhat bruised.

*January 21, 1884.*—Boston and Albany R. P. O. car No. 7, while being dead-headed from Albany to New York, was burned near Worcester, Mass. There were no mails or clerks in the car at the time. Cause of the fire unknown.

*January 22, 1884.*—Oswego and Oneida R. P. O. was wrecked near Oneida, N. Y. The mail car, together with two coaches, was derailed and thrown down an embankment. The mail was thoroughly saturated with oil, but none was lost. Railway Postal Clerk R. F. Randolph slightly bruised.

*January 22, 1884.*—Toledo, Delphos and Cincinnati R. P. O. train No. 2, bound north, while passing over a trestle near Dean, Ohio, was thrown from the track 25 feet down an embankment, badly damaging the mail car and a portion of the mail. None of the latter, however, was lost. C. C. Long (clerk on duty) slightly injured.

*January 25, 1884.*—Portland and Swanton R. P. O., east-bound, collided with four freight cars near Fabyan Station, N. H. The engine and freight cars were totally wrecked; also forward end of postal car. Postal Clerk Morse was thrown under the paper case and badly bruised. No mails were lost or damaged.

*January 25, 1884.*—Toledo and Marietta R. P. O., bound north, was derailed about 2 miles south of Canal Dover, Ohio. The car was badly wrecked. The mail was not seriously damaged. J. W. Haunawalt, railway postal clerk, slightly injured.

*January 25, 1884.*—Kansas City and Atchison R. P. O. was derailed 2 miles north of Fort Leavenworth, Kans. No mails lost or damaged. The postal car was badly wrecked. N. P. Pease, railway postal clerk, slightly injured.

*January 29, 1884.*—Saint Louis and Springfield R. P. O. was badly wrecked 2 miles east of Dixon, Mo., by a broken rail. The locomotive engine and baggage car were precipitated down an embankment 30 feet high. Engineer and fireman both killed. The coupling between mail and baggage car broke, leaving the mail car on the track. Clerk-in-Charge, J. W. C. Spring, jumped from the car and was only slightly injured. No mails lost or damaged.

*January 30, 1884.*—Saint Louis and Atchison R. P. O. train No. 1, west-bound, was wrecked 1 mile east of Gascondale, Mo., by a large rock falling and striking the locomotive. The engine was completely demol-

ished, and postal car badly damaged. Some of the mail considerably defaced by oil, but all forwarded to destination. William Roberts, Clerk-in-Charge, uninjured.

*January 31, 1884.*—Saint Louis and Texarkana R. P. O. train No. 602 collided with a freight train on siding at Cadet, Mo. The engine was completely demolished, and postal car badly damaged. No mail was lost.

*February 2, 1884.*—Denver and Leadville R. P. O. train 262, Denver, South Park and Pacific Railway, jumped the track 3 miles east of Buena Vista, Col., badly damaging the mail apartment. Clerk-in-Charge W. W. Craig, was slightly cut and bruised. No mails were lost, although a considerable number of letters were damaged by oil.

*February 3, 1884.*—Denver and Ogden R. P. O. train 7, Denver and Rio Grande Railway, ran into a washout, wrecking engine and mail apartment, the latter being thrown upon the tender and engine. Clerk-in-Charge C. M. Collins was somewhat bruised, and one of his legs severely sprained. Clerk J. E. Orr was returning from Salt Lake City to take his run east in the morning. He received injuries which resulted in his death next morning. None of the mails appear to have been lost or damaged.

*February 3, 1884.*—Texarkana and McGregor R. P. O. train 2, Texas and Saint Louis Railway, was wrecked about 2 miles east of Pittsburgh, Tex., by some obstruction on the track. The mail apartment was thrown over on its side, and the letter mail, being scattered from the case, was considerably damaged by oil and water. The mails were delayed 24 hours.

*February 5, 1884.*—Galesburgh and Kansas City R. P. O. Clerk W. F. Willsie, while standing at his car door on the lookout for return mail, was thrown from the car by a sudden slipping of the door, sustaining painful injuries. He was incapacitated for duty for several months.

*February 6, 1884.*—Deming and San Francisco R. P. O. train 20 was wrecked near San Francisco, Cal. The postal car was not injured, and no mails were lost. Clerk ——— Jones, in jumping from the car, sprained his ankle badly.

*February 6, 1884.*—Saint Louis and Texarkana R. P. O. night-line train 604 was wrecked near Williamsville, Mo. The engine and postal car were derailed. The letter cases and lamps were thrown upon the floor of the postal car, and about 100 letters were soaked with oil.

*February 14, 1884.*—Saint Louis, Louisiana and Kansas City R. P. O. train 47 east was wrecked near Odessa, Mo., by a broken rail. The mail apartment was turned over, throwing letter cases, lamps, and water cooler on the floor. Considerable eastern mail was damaged by water and oil. Clerk-in-Charge, S. G. Grubb, was somewhat bruised.

*February 17, 1884.*—Cleveland and Cincinnati R. P. O. night line, north, was thrown from the track near New Moorfield, Ohio, on account of a misplaced switch. The mail car was thrown upon its side and a portion of the mail was damaged by oil and water. Clerk-in-Charge, G. W. Ware, received a slight injury on his head.

*February 19, 1884.*—The Toledo and Bush R. P. O. was thrown from the track near Martel, Ohio, by an imperfect rail. The postal car was turned over, and a large portion of the mail was damaged by water and mud. Clerk L. D. Austin, was slightly injured.

*February 23, 1884.*—Galesburgh and Quincy R. P. O. night line west, train 3, was wrecked near New Cambria, Mo., by a broken rail. The entire train was thrown from the track; several passengers were killed out-

right, and a large number injured. The postal car was completely wrecked, and Clerks R. Hartman and W. H. Housel were badly injured. The mail caught on fire by the overturning of the stove, and from 2,000 to 2,500 letters and three sacks of paper mail were greatly damaged by the fire and water. No registered mail was lost or damaged.

*February 24, 1884.*—Texarkana and El Paso R. P. O. train 301, Texas & Pacific Railway, leaving Dallas, Tex., was wrecked 3 miles west of Gordon, Tex., by a broken rail. Mail apartment left the track and turned over on its side. The paper mail caught fire and five sacks were destroyed. One empty pouch was burned and three badly damaged. All the letters in the case were badly soaked, but they were forwarded to destination. Clerk W. M. Ward, was considerably bruised and burned.

*February 25, 1884.*—Portland and Swanton R. P. O., west, was thrown from the track near Hardwick, Vt., and rolled down an embankment about 35 feet. The mail apartment immediately took fire from the lamps, but the flames were extinguished before much damage was done. Some letters and paper mail was damaged by the fire and water. Five leather pouches were burned. Clerk C. H. Greene, was uninjured.

*March 2, 1884.*—Texarkana and McGregor R. P. O. train No. 1 was wrecked by a broken rail at Big Sandy, Tex. Postal car left the track and turned over on its side; one sack of papers for Waco, Tex., was damaged by oil, but was forwarded to destination.

*March 3, 1884.*—Rome and Macon R. P. O. train 53, south bound, collided with north-bound train 52 (R. P. O.), 22 miles north of Macon, Ga. Engineer and fireman of train 52 were instantly killed; postal clerks and mail unhurt. Mail car on train 53 badly damaged.

*March 4, 1884.*—Easton and Hazleton R. P. O. Clerk R. F. Mulhearn, in attempting to adjust a catcher while rounding a curve at Chain Dam, Pa., was thrown from the car door and slightly injured.

*March 3, 1884.*—Hastings and Cologne R. P. O. mail and baggage car burned at Cologne, Minn. Two pouches with mail were burned in baggage car. There was no mail in mail apartment.

*March 6, 1884.*—Bangor and Bucksport R. P. O. 5.40 a. m. train north left the track near South Orrington, Me., and rolled down an embankment. The mail caught fire from a lamp, but although somewhat damaged it is not thought that any was destroyed. Clerk uninjured.

*March 7, 1884.*—West Liberty and Council Bluffs R. P. O. day line, bound west, was derailed at Stuart, Iowa. The mail, although badly mixed, was not damaged. Clerks uninjured.

*March 9, 1884.*—Texarkana and McGregor R. P. O. train 1 was wrecked near Corsicana, Tex. The entire train left the track while running at a high rate of speed. Clerk G. W. Dawson was considerably bruised. Mail badly damaged by water and oil. Delayed thirteen hours.

*March 11, 1884.*—Cranberry Forge and Johnson City R. P. O. wrecked 2½ miles east of Hampton, N. C. Clerk Erwin considerably bruised, but not unfitted for duty. Mail all saved.

*March 14, 1884.*—Ashland and Menasha R. P. O., bound south, was thrown from the track by a misplaced switch at Dorchester, Wis. Car rolled over on its side, and Clerks Bruce and Catlin were somewhat bruised. Mail was greatly mixed, but all forwarded to destination.

*March 17, 1884.*—Salisbury and Warm Springs R. P. O. wrecked near Marion, N. C. Postal car went down an embankment; Clerk Chilson received a sprain in his back; engineer killed; mail uninjured.

*March 18, 1884.*—Garrison and Ogden R. P. O. train 4 ran into a lot of cattle, and the engine, mail car, baggage car, and one coach left

the track. The mail car was badly damaged, and three registered letters were lost. Clerk uninjured.

*March 21, 1884.*—Atchison and Lenora R. P. O., east bound, was wrecked one-half mile east of Scottsville, Kans. No damage done to the mail. Train was abandoned, thus delaying mails twelve hours.

*March 22, 1884.*—Denver and Ogden R. P. O., bound west. A lamp fell from letter-case and set fire to some paper mail. About fifteen papers were destroyed and fifty damaged. Twelve empty sacks were burned.

*March 26, 1884.*—Bangor and Boston R. P. O., bound west, ran into a landslide. The engine, mail, baggage, and express cars were thrown from the track and badly wrecked. Trucks and a portion of the floor torn from postal car. Clerks and mail uninjured.

*March 26, 1884.*—Eau Claire and Wabasha R. P. O., west bound, wrecked near Durand by a washout. Clerk and mails uninjured.

*March 26, 1884.*—Bangor and Boston R. P. O., west bound, wrecked near Yarmouth Junction. Mails not damaged.

*April 2, 1884.*—Wilmington and Charleston R. P. O. train 42, engine fell through an open draw-bridge into the Cape Fear River at Mears Bluff, N. C. Postal car hung over the edge, but did not go in. It was somewhat damaged, but mail all saved. Clerks unhurt.

*April 4, 1884.*—Cairo and New Orleans R. P. O., bound south, was thrown from the track about 2 miles north of Duck Hill, Miss., a rail having been removed by some person unknown. Engine, postal, express, and smoking cars completely demolished. Clerks M. L. Jacobs and William Wheeler, seriously, and V. B. Sevier slightly injured. Wheeler had left shoulder dislocated, and was cut over left eye and on left cheek. Jacobs badly cut about the face and neck by hooks in the paper rack. Sevier cut slightly in left side. The mail was badly damaged by mud and water, some being buried several feet in the mud. How much mail was lost is not known, but every effort was made to recover and forward the same.

*April 7, 1884.*—Bangor and Boston R. P. O., a. m., run east, collided with a freight train 2 miles from Gardiner, Mass., demolishing both platforms on the postal car. The lamps in the car were broken and some of the mail slightly damaged with oil; clerks uninjured.

*April 14, 1884.*—Chattanooga and Atlanta R. P. O., night line south, ran into a washout at Proctor's Creek,  $2\frac{1}{2}$  miles north of Big Shanty Station (Kenesaw P. O.), and the postal car, together with the baggage car and two coaches, were entirely destroyed by fire. H. A. Merrill, mail weigher, was caught in the wreck and burned to death. Clerks Hills and Gillespie were seriously injured, but made their escape through one of the side windows. The R. P. O. left Chattanooga with all its regular connections, and had on board about 1,600 pounds of mail, all of which was lost with the exception of about 200 letters, which were picked from the *débris* and along the banks of the creek. The cars were supposed to have caught fire from the stove in the baggage car which was overturned in the wreck.

*April 17, 1884.*—New York and Dunkirk R. P. O. collided with another train at Paterson, N. J., smashing in the side of the postal car. Clerk W. H. Camp, slightly injured in the left hand; no mail damaged.

*April 17, 1884.*—Cincinnati and Nashville R. P. O., bound north, engine and postal car jumped the track near Newport, Ky. Fireman killed. Clerks and mail uninjured.



*April 24, 1884.*—Jewell and Des Moines R. P. O. ran off the track one mile south of Ames, Iowa; no one hurt; no mail damaged.

*April 28, 1884.*—Denison and Houston R. P. O. ran into a washout 6 miles south of Dallas, Tex., wrecking the engine and postal car; Clerk Crawford had his hand badly cut by being thrown violently against the door of the car. No mail lost.

*May 3, 1884.*—Richmond and White Sulphur Springs R. P. O. train No. 5 was wrecked at Wickham's Station, Va., by colliding with a freight train. The postal car was injured, but no mails damaged or lost.

*May 7, 1884.*—Pittsburgh and Wheeling R. P. O. train No. 3 collided with a freight train, seriously injuring Postal Clerk J. B. Kennedy. The forward platform and end of mail car No. 101 was badly broken. No mail injured.

*May 9, 1884.*—Texarkana and Houston R. P. O. train No. 453 was wrecked 5 miles south of Longview, Tex. Mail car was thrown from the track 20 feet and one end crushed in. No mail lost, but some was damaged by water. Postal Clerk W. V. Kretsinger slightly injured. Wreck caused by engine striking a cow.

*May 20, 1884.*—Kansas City and Albuquerque R. P. O. Assistant Clerk A. G. Burr was quite seriously injured in attempting to exchange mails at Fort Lyon, Colo. Mr. Burr was standing at the door to attend the catch, when something struck him in the face, knocking him down and cutting him severely. It is unknown what missile struck him, whether a pure accident or thrown by some one near the track.

*May 21, 1884.*—Crete and Red Cloud R. P. O. collided with a freight train between Kesterson and Endicott, Nebr. The mail car was considerably wrecked. No mail lost or damaged.

*May 24, 1884.*—Salida and Grand Junction R. P. O. train No. 8 was wrecked between Delta and Grand Junction, Colo. The locomotive, mail, and express cars broke through the bridge over the Gunnison River; the engineer and fireman were both drowned, but J. M. Williams, postal clerk, succeeded in escaping from his mail apartment, while in the river, to some timbers of the bridge, floating with them  $1\frac{1}{2}$  miles down the river, where he was rescued. All the contents of the mail apartment were lost. The mail lost was received from Grand Junction, Colo., and consisted of 150 letters, 50 papers, one first class register to Denver, Colo., and one fourth-class to Boston, Mass. Clerk Williams received a cut on right cheek 4 inches long, extending across right eye; also injured about hip and right leg. Incapacitated for thirty days.

*May 24, 1884.*—Pueblo and Silverton R. P. O. train No. 2, east, was derailed about 6 miles east of La Veda, Colo. Engine and mail car left the track, and front end of the latter crushed in. No mail lost or damaged.

*May 29, 1884.*—Bristol and Chattanooga R. P. O. train No. 4 was thrown from the track near McDowell's, Tenn. No injury to clerks or mails.

*May 31, 1884.*—Pueblo and Silverton R. P. O. train No. 2 was wrecked 10 miles west of Pueblo, Colo., caused by a wash-out. The engineer was instantly killed. Clerk-in-Charge J. T. Harris miraculously escaped injury. The engine and mail apartment was a complete wreck. No mail damaged or lost.

*June 5, 1884.*—Saint Louis and Texarkana R. P. O. train 602 collided with two freight cars near Piedmont, Mo. Letters, lamps, and letter cases were all thrown to the floor in a heap. A large quantity of the

letter mail was saturated with oil. Clerks Cate, Potter, and Long were somewhat bruised and cut, but not enough to disable them for duty.

*June 6, 1884.*—Denver, Pueblo, and Leadville R. P. O. train No. 1 Denver and Rio Grande Railway, collided with a wild engine about 2 miles south of Husted Station. The mail apartment was telescoped by the collision and badly wrecked. No mails were lost or damaged. Clerk-in-Charge H. M. Chittenden was bruised considerably.

*June 14, 1884.*—Philadelphia and Atlantic City R. P. O. collided with an excursion train on the Camden and Atlantic Railroad, about a mile west of Ashland Station, resulting in the death of seven persons, and wounding seventeen others. The collision occurred on a curve, the trains coming together with terrific force. The mail car was entirely demolished, and Clerk W. S. Hiles, on duty at the time, was crushed to death. His body was extricated with difficulty from the ruins. It was so badly crushed as to be unrecognizable. All the mails and Government property were recovered.

*June 17, 1884.*—Richmond and Clifton Forge R. P. O. ran into a land slide near Afton, Va., badly wrecking the mail car. No mails were lost or damaged.

RECAPITULATION.

Total casualties.....	154
Killed .....	7
Seriously injured.....	28
Slightly injured.....	60

*Recapitulation of casualties in the Railway Mail Service from 1875 to 1884.*

Year ended June 30.	Total number of clerks.	Number of casualties.	Clerks killed.	Clerks seriously wounded.	Clerks slightly wounded.
1875 .....	2,238	(*)	1	(*)	(*)
1876 .....	2,415	(*)	1	(*)	(*)
1877 .....	2,500	27	2	10	4
1878 .....	2,608	36	2	15	3
1879 .....	2,609	35	3	14	13
1880 .....	2,946	26	.....	14	15
1881 .....	3,177	62	7	15	22
1882 .....	3,570	83	3	16	20
1883 .....	3,855	114	1	35	42
1884 .....	3,963	154	7	28	60

\* Not reported.

*Statement of leaves of absence with pay granted to railway postal clerks injured while on duty, together with the amount paid acting clerks.*

Name.	Class.	Salary.	Railway post-office route.	Date of injury.	Number of days' leave.	Number of days acting clerk was employed.	Amount paid acting clerk.
H. B. Kiatz.....	2	\$880	Allentown and Pawling.....	Dec. 13, 1883	25	25	\$54 25
J. M. Wood.....	3	1,000	Baltimore and Bristol.....	Nov. 23, 1883	8	8	17 36
J. W. Barlow.....	2	800	Burlington and Laclede.....	July 13, 1883	37	37	70 41
A. B. Burrill.....	3	1,000	Bangor and Boston.....	Mar. 5, 1883	11	11	24 42
J. F. Johnson.....	3	1,000	Council Bluffs and Kansas City	Sept. 17, 1883	245	285	627 00
C. S. Wiltaco.....	5	1,300	Cleveland and Cincinnati.....	Apr. 3, 1883	93	93	204 39
E. McConnell.....	5	1,300	Grafton and Chicago.....	July 30, 1883	80	30	65 93
C. D. Hartwell.....	3	1,000	Geneva and Wellsborough.....	Jan. 13, 1883	11	11	24 20
W. D. Cannon.....	1	800	Indianapolis and Decatur.....	Oct. 13, 1883	156	101	222 20
A. L. Petrie.....	4	1,150	Kansas City and Pueblo.....	Nov. 4, 1883	100	100	220 00
S. R. Beckwith.....	4	1,150	Kansas City and Denver.....	Dec. 6, 1883	25	17	38 89
J. C. Nisbit.....	5	1,300	Louisville, Nashville and Memphis.	Aug. 24, 1883	40	40	86 80
H. G. Seaman.....	5	1,300	New York and Pittsburgh....	Dec. 20, 1883	75	75	164 83
S. D. Wilcox.....	3	1,000	Newton and Caldwell.....	Oct. 26, 1883	30	28	60 76
O. D. Wickham.....	3	1,000	New York and Dunkirk.....	Aug. 6, 1883	12	6	13 02
J. B. Newman.....	1	800	Pittsburgh and Saint Louis...	Aug. 26, 1883	157	157	340 69
W. H. Huston.....	5	1,300	Pittsburgh and Saint Louis...	Nov. 21, 1882	22	22	47 74
G. T. Loomis.....	2	900	Sag Harbor and New York...	Dec. 14, 1883	105	105	231 00
H. A. Silver.....	3	1,000	Saint Louis, Moberly and Kansas City.	Sept. 14, 1883	289	245	539 00
R. O. G. Showell...	1	800	Salida and Ogden.....	Oct. 18, 1883	40	37	80 29
J. F. W. McKean...	3	1,000	Sedalia and Kansas City.....	July 19, 1883	29	27	58 50
James Ross.....	3	1,000	Toledo and Mansfield.....	Dec. 6, 1883	70	70	154 60
A. C. Noble.....	5	1,300	Saint Albans and Boston.....	May 19, 1883			
E. T. Curtis.....	3	1,000	Cleveland and Pittsburgh...	Sept. 6, 1883	236	219	481 80
William Cahill.....	2	850	Richland and Syracuse.....	Feb. 8, 1884	14	14	30 80
A. Jeck.....	3	1,000	Augusta and Portland.....	Dec. 21, 1883	60	60	131 86
C. M. Collins.....	1	800	Denver and Ogden.....	Feb. 3, 1884	30	30	65 93
William Burger...	3	1,000	Burlington and Quincy.....	Dec. 22, 1883	34	34	74 10
J. L. Chase.....	1	800	Mona and Waterloo.....	Jan. 5, 1884	138	138	303 60
Smith Sherman.....	2	900	Albany and New York.....	Feb. 21, 1884	130	130	288 00
L. D. Austin.....	3	1,000	Toledo and Bush.....	Feb. 19, 1884	45	35	77 00
W. H. Housel.....	4	1,150	Galesburgh and Kansas City..	Feb. 23, 1884	20	20	44 00
R. Hartman.....	5	1,300	Galesburgh and Kansas City..	Feb. 23, 1884	28	28	61 00
W. F. Wilsie.....	4	1,150	Galesburgh and Kansas City..	Feb. 4, 1884	53	45	99 00
R. Gerdes.....	1	800	Saint Paul and Sioux City...	Feb. , 1884	30	30	65 93
J. T. Thompson...	3	1,000	Burlington and Laclede.....	Jan. 29, 1884	32	32	70 33
R. P. Crawford...	3	1,000	Denison and Houston.....	Apr. 28, 1884	15	15	32 97
D. P. McKown.....	3	1,000	Calmar and Davenport.....		15	15	32 97
J. B. Kennedy.....	3	1,000	Pittsburgh and Wheeling.....	May 7, 1884	54	54	118 80
E. J. Smith.....	1	600		June —, 1884	30	30	65 98
H. D. Vlier.....			Albuquerque and Deming.....		63	63	138 46

\* Transfer clerk, Columbus, Ohio.



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**R E P O R T**  
**OF THE**  
**THIRD ASSISTANT POSTMASTER-GENERAL**  
**FOR**  
**THE YEAR ENDED JUNE 30, 1884.**

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**REPORT**  
**OF THE**  
**THIRD ASSISTANT POSTMASTER-GENERAL.**

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**POST-OFFICE DEPARTMENT,**  
**OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,**  
*Washington, D. C., November 17, 1884.*

**SIR:** I have the honor to submit the following report and accompanying tables, numbered from 1 to 18, inclusive, pertaining to the business of this office for the fiscal year ended June 30, 1884, namely:

No. 1. Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1886.

No. 2. Statement exhibiting the receipts and expenditures, under appropriate heads, by quarters, for the fiscal year ended June 30, 1884, compared with the fiscal year ended June 30, 1883.

No. 3. Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ended June 30, 1884, and the expenditures made out of the same.

No. 4. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1884.

No. 5. Statement showing the issue in detail of all the several kinds of adhesive postage-stamps, stamped envelopes, and postal cards for the fiscal year ended June 30, 1884.

No. 6. Statement showing separately the issues of official postage-stamps for the fiscal year ended June 30, 1884.

No. 7. Statement showing the issues of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ended June 30, 1884.

No. 8. Statement showing the increase in the number and value of postage-stamps, stamped envelopes, and postal cards issued for the fiscal year ended June 30, 1884, over those of the preceding year.

No. 9. Statement showing amount of dead mail matter treated in the division of dead letters during the fiscal year ended June 30, 1884.

No. 10. Statement showing the disposition of mail matter opened in the division of dead letters during the fiscal year ended June 30, 1884.

No. 11. Statement showing number of pieces, classification, and disposition of unmailable matter received at the dead-letter office during the fiscal year ended June 30, 1884.

No. 12. Statement showing the number of foreign dead letters received and disposed of during the fiscal year ended June 30, 1884.

No. 13. Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1884.

No. 14. Statement showing the number of pieces of dead mail matter

returned to and received from foreign countries during the year ended June 30, 1884.

No. 15. Statement showing the number, classification, and disposition of dead registered letters during the fiscal year ended June 30, 1884.

No. 16. Statement showing the number of registered letters and parcels transmitted through the mails from each State and Territory in the United States during the fiscal year ended June 30, 1884.

No. 17. Statement showing the increase of registered letters and parcels upon which fees were collected at twenty-five of the leading cities during the fiscal year ended June 30, 1884, over the preceding year.

No. 18. Statement showing the operations of the registry system at the cities of New York, Philadelphia, Chicago, Saint Louis, and Washington during the fiscal year ended June 30, 1884.

#### APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THIS OFFICE.

The expenditures for the service of this office for the last fiscal year amounted to \$1,088,213.08, an increase over those of the previous year of \$152,046.20, or 16.2 per cent. The appropriations for the year amounted to \$1,200,900, of which \$112,686.92, or 10.3 per cent., was left unexpended. The estimates for the fiscal year ending June 30, 1886, amount to \$1,338,400, an increase of \$140,000, or 11.7 per cent., over the appropriations for the current fiscal year.

The estimates in detail, with the explanations thereof, will be found in paper marked No. 1, attached to this report.

#### FINANCIAL STATEMENT.

The receipts and expenditures of the postal service during the fiscal year ended June 30, 1884, were as follows:

##### RECEIPTS.

Letter-postage paid in money.....	\$110,875 02
Box-rents.....	1,904,052 57
Fines and penalties.....	21,130 12
Sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards.....	40,745,853 66
Dead letters for which no claimants could be found .....	9,619 19
Net revenue from money-order business .....	519,492 08
Miscellaneous .....	27,104 44
<b>Total .....</b>	<b>43,338,127 08</b>
<b>The disbursements on account of the service of the year were.....</b>	<b>46,404,960 65</b>
<b>Excess of expenditures.....</b>	<b>3,066,833 57</b>

In addition to the expenditures given above, the sum of \$819,599.62 was paid on account of indebtedness incurred in previous years, making the total amount disbursed during the year \$47,224,560.27.

The outstanding liabilities for the year are estimated at \$877,471.04, which sum, added to the amount actually expended, and \$1,260,179.51 credited to the Pacific railroad companies, would make the total cost of the service for the fiscal year \$48,542,611.20, or \$5,204,484.12 in excess of the receipts.

The decrease in receipts from those of the previous fiscal year was \$2,170,565.53, or 4.7 per cent., and was caused mainly by the reduction of the letter rate of postage from 3 to 2 cents, under the act of March 3, 1883, which went into operation on the 1st of October, 1883.

The increase or decrease in the several items of postal revenue is shown by the following table :

Items.	Fiscal year 1883.	Fiscal year 1884.	Decrease.	
			Amount.	Per cent.
Letter-postage paid in money.....	\$146,219 35	\$110,875 02	\$35,344 33	24.1+
Box-rents .....	1,882,064 91	1,904,052 57	*21,987 66	*1.1+
Fines and penalties .....	9,752 24	21,130 12	*11,377 88	*116.6+
Sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards.....	43,014,043 58	40,745,853 66	2,268,189 92	5.2+
Dead letters for which no claimants could be found .....	12,279 83	9,619 19	2,660 64	21.6+
Net revenue from money-order business .....	411,619 87	519,492 08	*107,872 71	*26.2
Miscellaneous .....	32,713 83	27,104 44	5,608 89	17.1+
Total .....	45,508,692 61	43,838,127 08	2,170,565 53	4.7

\* Increase.

Table No. 2, accompanying this report, shows the receipts and expenditures for the fiscal year, by quarters, compared with the corresponding quarters of the previous fiscal year.

The appropriations for service of the year aggregate the sum of \$46,746,037.62. In 35 items the unexpended balances amounted to \$675,022.72, and in 2 items the expenditures exceeded the appropriations in the sum of \$333,945.75. The statement in detail will be found in Table No. 3.

BAD DEBTS.

From the report of the Auditor it will be seen that the postal revenue was charged during the last fiscal year with the following :

1. Amount of bad debts .....	\$6,142 94
2. Amount of debts compromised .....	1,721 47
3. Amount of loss on suspended accounts .....	591 42
Total .....	8,455 83

TRANSACTIONS AT DEPOSITORIES.

The receipts and disbursements at Treasury depositories during the last fiscal year may be briefly stated as follows :

Balance subject to draft June 30, 1883 .....	\$8,43,835 39
Outstanding warrants June 30, 1883 .....	107,232 92
Deposits year ended June 30, 1884 .....	19,585,774 64
Total .....	28,176,842 95
Warrants paid during the year.....	22,044,230 94
Balance at depositories June 30, 1884.....	6,132,612 01
Outstanding warrants June 30, 1884.....	75,469 94
Balance subject to draft June 30, 1884.....	6,057,142 07

CONTRACTS ENTERED AND ACCOUNTS KEPT.

There were 4,894 contracts for mail service received during the year from the Second Assistant Postmaster-General, and 18,127 orders of the

Postmaster-General (of which 9,000 were double) recognizing mail service not under contract, curtailing or extending service, or modifying previous orders. These contracts and orders were entered upon the books of the finance division for reference when acting upon certificates of the Auditor for the payment of mail contractors and other creditors of the Department. The number of such certificates received and acted upon was 70,408, an increase of 22,130 over the previous fiscal year.

In addition to the above, 6,834 certificates were received from the Auditor for the Post-Office Department, upon which 6,834 transfer drafts, covering the sum of \$818,894.82, were drawn against postmasters having a surplus of postal revenue in favor of other postmasters whose revenues were insufficient to meet the demands upon their offices for payment of railway postal clerks, mail messengers, letter-carriers, &c.

The following table will show the number of warrants and transfer drafts drawn in the finance division, and the number of certificates of deposit received, entered, and passed to the Auditor during the fiscal year:

	Fiscal year of 1883.	Fiscal year of 1884.	Increase.
Number of warrants .....	48, 278	70, 408	22, 130
Number of drafts .....	5, 323	6, 834	1, 511
Number of certificates of deposit .....	199, 564	170, 959	*28, 605
Total.....	253, 165	248, 201	*4, 964

\* Decrease.

The number of warrants drawn was 70,408, aggregating \$22,012,467.96.

Accounts were kept with the Treasury, nine sub-treasuries, and twenty-five designated depositories, involving the sum of \$19,585,774.64.

#### DIVISION OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The following is a summary of the operations of the stamp division during the fiscal year ended June 30, 1884: The number of ordinary postage-stamps issued for sale to the public was 1,459,768,460, valued at \$29,077,444; of newspaper and periodical stamps 2,439,898, valued at \$1,923,217.80; of stamped envelopes, plain, 147,225,800, valued at \$2,907,340.32; of stamped envelopes bearing a printed return request 129,515,500, valued at \$2,918,760.55; of newspaper wrappers 45,490,750, valued at \$545,688.25; of postage-due stamps 13,612,198, valued at \$353,611; of postal cards 362,876,750, valued at \$3,629,640; of official stamps issued to Executive Departments for official use 3,389,440, valued at \$140,040; and of official stamped envelopes and wrappers 1,811,600, valued at \$20,135.26, making a total number of 2,166,130,396, and a total value of \$41,515,877.18. The issues are more detailed in tables No. 5 to No. 8, appended hereto.

The increase in value of issues over those of the preceding year is as follows: Of newspaper and periodical stamps, \$170,653.30, or 9.73 per cent.; of stamped envelopes, plain, \$76,243.45, or 2.69 per cent.; of newspaper wrappers, \$15,499.50, or 2.92 per cent.; of official stamps, \$14,200.80, or 11.28 per cent.

There was a decrease in the value of issues of ordinary postage-stamps amounting to \$1,229,735; of stamped envelopes bearing a printed return request amounting to \$211,013.60; of postage-due stamps

amounting to \$51,304.90; of postal cards amounting to \$166,450, and of official stamped envelopes and wrappers amounting to \$12,535.94.

The total decrease in the value of all issues was \$1,394,442.39, or 3.25 per cent.

In addition to the articles above enumerated, there were issued for official use 10,018,595 registered-package envelopes; 915,065 tag envelopes for registered parcels; 25,813,300 post-office envelopes; 1,495,000 envelopes for returning dead letters; 780,000 departmental envelopes for the several bureaus of this Department; and 2,327 newspaper and periodical receipt books.

The requisitions upon which the foregoing supplies were issued numbered as follows:

For ordinary postage-stamps .....	165,922
For postage-due stamps .....	15,107
For newspaper and periodical stamps .....	9,594
For stamped envelopes, plain .....	83,689
For stamped envelopes, printed .....	100,836
For postal cards .....	76,111
For official postage-stamps and stamped envelopes .....	23
For registered-package envelopes .....	57,438
For tag envelopes for registered parcels .....	2,109
For post-office envelopes .....	26,008
For newspaper and periodical receipt books .....	1,613
Total .....	538,450

These supplies were made up and forwarded in the following number of parcels:

Of ordinary postage-stamps .....	168,982
Of postage-due stamps .....	15,113
Of newspaper and periodical stamps .....	9,594
Of stamped envelopes, plain .....	120,076
Of stamped envelopes, printed .....	85,948
Of postal cards .....	84,604
Of official postage-stamps .....	32
Of official stamped envelopes .....	74
Of tag envelopes .....	2,019
Of registered-package envelopes .....	62,448
Of post-office envelopes .....	32,524
Of newspaper and periodical receipt books .....	2,327
Total .....	583,741

The following is a comparative statement of requisitions filled during the past and preceding fiscal years:

Articles.	Requisitions filled during fiscal year ended June 30, 1884.	Requisitions filled during fiscal year ended June 30, 1883.	Increase.
For ordinary postage-stamps .....	165,922	137,672	28,250
For postage-due stamps .....	15,107	14,360	747
For newspaper and periodical stamps .....	9,594	11,214	*1,620
For stamped envelopes, plain .....	83,689	63,753	19,936
For stamped envelopes, printed .....	100,836	78,617	22,219
For postal cards .....	76,111	80,692	*4,581
For official postage stamps and stamped envelopes .....	23	31	*8
For registered-package envelopes .....	57,438	55,370	2,068
For tag envelopes .....	2,109	1,395	714
For post-office envelopes .....	26,008	25,752	256
For newspaper and periodical receipt books .....	1,613	1,611	2
Total .....	538,450	470,467	67,983

\* Decrease.



## POSTAGE ON SECOND-CLASS MATTER.

The weight of newspaper and periodical (second-class) matter mailed during the year from regular offices of publication and from news agencies, not including free circulation within the county of publication, was 94,479,607 pounds, or 47,239 $\frac{1}{2}$  tons, the postage on which was \$1,889,592.14, an increase of \$184,414.61, or 10.82 per cent., over the amount of postage collected on such matter during the preceding year.

The number of post-offices at which this class of matter was mailed during the year was 5,785, an increase of 436, or 8.14 per cent., over that of the previous year.

During the year the sum of \$3,687.07 was collected at proper rates from publishers and news agents on matter mailed, but not entitled to go as second-class matter.

In the following statement will be found the number of pounds of newspapers and periodicals mailed during the year, and the amount of postage collected thereon, at sixteen of the principal post-offices in the United States:

Post-office at—	Year ended June 30, 1883.		Year ended June 30, 1884.		Increases for 1884.			
	Number of pounds mailed.	Amount of postage col.	Number of pounds mailed.	Amount of postage col.	In number of pounds.	In amount of postage.	Percentage of increase.	Percentage of total amount collected in the United States.
New York, N. Y. ....	22,54	\$450,835 66	23,529,581	\$470,591 62	987,798	\$19,755 26	4.38+	24.96+
Chicago, Ill. ....	7,13	142,697 02	8,887,105	177,742 10	1,752,254	\$35,045 08	24.56+	9.41+
Boston, Mass. ....	5,56	111,295 32	6,060,420	121,323 40	501,634	10,033 08	9.01+	8.42+
Philadelphia, Pa. ....	4,43	88,627 70	4,800,986	96,019 72	369,601	7,392 02	8.34+	5.06+
Saint Louis, Mo. ....	3,88	77,915 42	4,413,045	88,260 90	517,274	10,345 48	13.29+	4.67+
Cincinnati, Ohio ....	3,14	62,887 86	3,336,610	66,732 20	193,242	3,864 84	6.14+	3.53+
San Francisco, Cal. ....	1,53	30,727 44	1,721,512	34,430 24	18	3,702 80	12.05+	1.82+
Milwaukee, Wis. ....	1,11	23,642 38	1,462,279	29,245 58	28	5,603 20	23.69+	1.54+
Detroit, Mich. ....	1,21	24,460 20	1,431,770	28,635 40	20	4,166 20	17.03+	1.61+
Louisville, Ky. ....	1,01	21,536 78	1,251,155	25,023 10	17	3,486 32	16.19+	1.32+
Cleveland, Ohio ....	1,103,440	22,068 98	1,158,948	23,176 96	5	1,109 96	5.03+	1.22+
Elgin, Ill. ....	1,245,475	24,909 50	1,137,042	22,740 84	10	2,168 66	8.71+	1.20+
Washington, D. C. ....	714,562	14,291 24	1,082,924	21,658 48	34	7,367 24	51.55+	1.16+
Saint Paul, Minn. ....	915,409	18,308 18	1,032,811	20,656 22	11	2,348 64	12.83+	1.09+
Augusta, Me. ....	1,206,254	24,126 08	1,002,019	20,040 38	20	4,084 70	16.85+	1.06+
Toledo, Ohio ....	772,764	15,455 28	994,702	19,894 04	22	4,438 76	28.72+	1.05+
Pittsburgh, Pa. ....	692,566	17,851 12	991,684	19,838 68	9	1,982 56	11.11+	1.05+
Baltimore, Md. ....	739,945	14,798 90	838,137	16,662 74	9	1,863 84	12.69+	0.88+
Total .....	59,321,128	1,186,422 56	65,133,730	1,302,674 60	5,81	16,252 04	9.80+	68.94+

\* Decrease.

## DIVISION OF DEAD LETTERS.

The whole number of pieces of undelivered mail matter received in the dead-letter office (including 278,648 pieces on hand from the previous year) was 4,843,099. They were classified as follows:

Domestic mailed letters, including 3,480,672 ordinary unclaimed letters; 112,648 letters returned from hotels; 24,363 letters bearing fictitious addresses; 210,227 letters returned from foreign countries, and 4,098 registered letters .....	3,632,028
Domestic unmailable letters, comprising 133,586 held-for-postage letters; 1,797 letters containing unmailable articles; 314,719 misdirected letters, and 14,134 letters without address .....	464,236
Domestic parcels of third and fourth class matter .....	69,637
Letters mailed in foreign countries .....	456,219
Printed matter, samples, &c., mailed in foreign countries and returnable ..	20,979
Total as before .....	4,843,099

The following was the disposition primarily of letters handled during the year:

Domestic mailed letters:		
Card and request letters delivered unopened.....	56,216	
Letters opened.....	3,676,412	
Letters left on hand.....	99,400	
		3,832,028
Domestic unmailable letters:		
Held-for-postage letters forwarded to address unopened on receipt of postage.....	16,712	
Held-for-postage letters opened.....	116,275	
Held-for-postage letters on hand awaiting return of notices....	599	
Letters containing unmailable articles opened.....	1,797	
Misdirected letters forwarded unopened after correction of address.....	75,700	
Misdirected letters opened.....	239,019	
Letters without address opened.....	14,134	
		464,236
Domestic third and fourth class matter:		
Parcels opened and returned.....		69,637
Foreign matter:		
Letters returned to country of origin.....	448,312	
Letters still on hand.....	7,907	
Parcels of printed matter, samples, &c., returned unopened....	20,979	
		477,198
Total.....		4,843,099

MATTER OPENED IN DEAD-LETTER OFFICE.

The following was the disposition of mail matter opened in the dead-letter office:

Delivered :		
Letters containing money.....	13,062	
Letters containing drafts, notes, money-orders, and other evidences of monetary value.....	19,014	
Letters containing receipts, paid notes, &c.....	31,557	
Letters containing postage-stamps.....	80,400	
Letters containing nothing of value.....	1,298,178	
Photographs.....	30,904	
Parcels of merchandise, books, &c.....	45,710	
		1,518,825
Returned and awaiting evidence of delivery:		
Letters containing money.....	1,050	
Letters containing drafts, checks, &c.....	1,158	
Parcels of merchandise, books, &c.....	56	
		2,264
Under treatment looking to delivery:		
Letters containing money.....		1,344
Filed upon failure to deliver:		
Letters containing money.....	4,107	
Letters containing drafts, checks, &c.....	697	
Letters containing receipts, paid notes, &c.....	2,842	
Letters containing postage-stamps.....	3,688	
Photographs.....	7,444	
Parcels of merchandise, books, &c.....	31,912	
		50,690
Destroyed :		
Letters containing nothing of value which could not be returned to writers, including 133,100 letters forwarded to writers and returned upon failure to deliver.....	2,539,477	
Parcels containing magazines, pamphlets, fruit, cake, seeds, &c.....	17,513	
		2,556,990

## FOREIGN DEAD MAIL MATTER.

The following statement shows the disposition during the year of dead mail matter originating in foreign countries :

Returned to country of origin :		
Registered letters.....	12, 146	
Ordinary letters .....	424, 390	
Parcels of printed matter, &c.....	20, 094	
		456, 630
Delivered to addressees upon their application :		
Registered letters.....	418	
Ordinary letters .....	161	
Parcels of printed matter, &c .....	12	
		591
Misdirected matter forwarded to correct address:		
Registered letters.....	67	
Ordinary letters .....	11, 130	
Parcels of printed matter, &c.....	873	
		12, 070
On hand under treatment:		
Registered letters.....	357	
Ordinary letters .....	7, 550	
		7, 907
Total .....		477, 198

## MATTER RETURNED FROM FOREIGN COUNTRIES.

The following number of pieces of matter originating in the United States was returned to the dead-letter office from foreign countries during the year as undeliverable:

Registered letters.....	1, 209	
Ordinary letters .....	175, 365	
Parcels of printed matter, &c .....	33, 862	
		210, 436

## DEAD REGISTERED MATTER.

Of the 16,742 unclaimed registered letters and parcels received there were—

Delivered to addressees or restored to senders.....	15, 853	
Returned to postmasters and awaiting receipts.....	71	
Filed upon failure to discover ownership and subject to future reclamation .....	818	
		16, 742

## REVENUE FROM DEAD MATTER.

The amount received in postage-stamps on insufficiently prepaid letters forwarded to destination and upon articles of third and fourth class matter returned to senders was \$2,082.18.

There was deposited in the United States Treasury to the credit of the Post-Office Department \$7,239.47 in money separated from dead letters which could not be restored to the senders, and \$1,915.43 realized from auction sale in January last of articles of merchandise for which no owners could be found.

There was an increase of 402,277 pieces of matter of all classes received and treated, or 9 per cent. over the preceding year. The decrease shown in the held-for-postage letters is due to the reduction in the rate of postage and the present regulation which directs postmasters at mailing offices to notify the addressees of insufficiently

prepaid matter of its detention, and to require the payment of the postage before its transmission. This regulation having met the approval of the public where applied, was extended in December last to all post-offices.

The misdirected and missent letters received show a marked increase over the last year; but not greater in proportion than was to be expected from the increase in the mail service of the whole country.

The number of undelivered foreign letters returned to the country of origin is still largely in excess of those returned to the United States by foreign countries. One reason for this excess may be found in the fact that of the 456,219 ordinary foreign letters received, 51,805 were sent to the dead-letter office as misdirected.

Statistics more in detail concerning the operations of the dead-letter office will be found in tables marked No. 9 to 15.

#### DIVISION OF REGISTRATION.

The total number of letters and parcels registered during the fiscal year ended June 30, 1884, was 11,246,545, of which 8,068,338 were domestic letters, 1,005,865 were domestic parcels of third and fourth-class matter, 466,902 were letters registered to foreign countries, 29,488 were parcels of third and fourth-class matter registered to foreign countries, and 1,675,952 were letters and parcels registered for the Government, and by law exempted from the payment of registry fees.

The amount of registry fees collected during the year was \$957,059.30, being an increase over the previous year of \$30,509.60, or 3.3 per cent.

The increase in the number of letters and parcels registered was 651,829, or 6.2 per cent.

#### LOSSES.

During the year 8,365 registered letters and parcels were reported to the chief inspector as having been lost or rifled. Of this number 5,917 were found to have been properly delivered or accounted for, and 1,932 are still under investigation, leaving the actually ascertained losses at 516 cases, or one out of about 21,795 pieces mailed. Taking into account the large amount of matter registered, this is the smallest average of losses which has occurred since the organization of the registry system. This gratifying state of things may properly be attributed to the improvements made in the machinery of this branch of the service during recent years, by which additional safeguards were provided, the work lessened, and the security enhanced. Much credit is, however, due to the inspectors for the zeal manifested and the skill displayed by them in the management of cases reported for their investigation.

\* The average proportion of increase in the registration of letters upon which fees are paid is somewhat diminished as compared with that of former years. The real cause for this decrease has not been definitely ascertained, but sufficient data has been obtained to justify the belief that the introduction of the postal-note system, as well as the stringent orders of the Department against the registration of letters addressed to lottery companies, has in no small degree contributed to bring about this result. In support of this conclusion, I would refer to a letter on the subject recently received from the postmaster at Philadelphia, Pa., in which he states that the falling off in registration at his office during the year was no doubt due to the loss of the so-called lottery letters, there having been at times as many as six hundred for M. A.

Dauphin, the agent of the Louisiana State Lottery Company, and others, registered in one day at his office.

A minute description of the changes made in the registry system during recent years, by which it was greatly simplified and improved, may be found in previous reports from this office. During the past year no new features have been added.

While the system as at present organized furnishes a safe and convenient method for transmitting valuable matter through the mails at cheap rates, yet its efficiency would be greatly increased if postmasters could be held to a more strict accountability for disobedience and disregard of instructions.

The ordinary means employed by the Department at the present time to enforce compliance with the requirements of the rules and regulations by which this branch of the postal service is governed are not, in my opinion, sufficiently effective. I would therefore recommend that the matter be brought to the attention of Congress with a view to the establishment of a system of fines and penalties to be imposed for dereliction of duty and like offenses, and regulated in conformity with the nature of each particular case.

#### DIVISION OF FILES, RECORDS, AND MAILS.

¶ The number of letters and packages received, opened, and examined during the year was 1,164,584. Of these, 1,066 contained money, and 7,221 contained stamps, envelopes, and postal cards returned for redemption.

Of the letters received, 40,860 were briefed and recorded, and filed after final action had been taken on them. The number of letters written in the office, copied, enveloped, and mailed was 12,487.

I have the honor to be, very respectfully, your obedient servant,  
A. D. HAZEN,

*Third Assistant Postmaster-General.*

Hon. FRANK HATTON,  
*Postmaster-General.*

No. 1.—*Estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1886, with explanations showing the basis upon which such estimates are made.*

#### I.—ADHESIVE POSTAGE-STAMPS.

For manufacture of ordinary postage stamps, of newspaper and periodical stamps, and of postage-due stamps.....	\$174,000 00
<hr/>	
The number of these stamps issued during the fiscal year ended June 30, 1884, was.....	1,475,820,556
Add 10 per cent. for increase.....	147,582,055
<hr/>	
Gives estimated issue for fiscal year ending June 30, 1885.....	1,623,402,611
Add 10 per cent. for increase as before.....	162,340,261
<hr/>	
Gives estimated number required for fiscal year ending June 30, 1886.....	1,785,742,872
Cost of manufacturing that number at present contract price, 9.19 cents per thousand.....	\$174,209 77

The increase in the number of postage-stamps issued during the past year over the year preceding was an extraordinary one, being over 258,000,000, or more than 21 per cent. The principal cause of this great increase was undoubtedly the reduction in the letter-rate of postage from 3 to 2 cents, authorized by the act of March 3, 1883, which served not only to stimulate letter correspondence, but to cause the substitution, for postal cards, of large numbers of adhesive stamps on sealed envelopes for short circulars and other business communications. It can hardly be considered probable that such an unusual ratio of increase will continue; in fact, the issues for the quarter ending September 30 of the present year show that the ratio will be reduced. Taking everything into consideration, an annual increase of 10 per cent. is regarded as not improbable. On this basis, as above shown, the amount of appropriation required for the next fiscal year will be, in round numbers, \$174,000, or \$28,000 more than the current appropriation. The present contract for furnishing postage-stamps will expire on the 30th of June, 1885, but it is not likely that under a new contract there will be any increase in the price of manufacture.

The rate of increase in the number of postage-stamps issued during each of the past five years over the preceding year is as follows:

	Per cent.
For year ended June 30, 1880, over preceding year.....	10.08
For year ended June 30, 1881, over preceding year.....	8.91
For year ended June 30, 1882, over preceding year.....	17.00
For year ended June 30, 1883, over preceding year.....	7.93
For year ended June 30, 1884, over preceding year.....	21.23

#### II.—POSTAGE-STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and for the expenses of the agency.....	\$8,100 00
This estimate is the same in amount as the appropriation for the present fiscal year.	

#### III.—STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

For manufacture of stamped envelopes, newspaper wrappers, and letter sheets.....	\$749,000 00
<hr/>	
The cost of the stamped envelopes and wrappers issued during the fiscal year ended June 30, 1884, was.....	\$619,231 21
Add 10 per cent. for increase.....	61,923 12
<hr/>	
Gives estimated cost for the fiscal year ending June 30, 1885.....	681,154 33
Add 10 per cent. for increase as before.....	68,115 43
<hr/>	
Gives estimated cost for the fiscal year ending June 30, 1886.....	749,269 76

The issues of stamped envelopes and newspaper wrappers for the last fiscal year were, like those of postage-stamps, unusually large, being about 23 per cent. in number more than the issues of the preceding year. This great increase was doubtless due to the same cause as the increase in the issues of postage-stamps, namely, the reduction in the letter rate of postage; it is so largely in excess of the normal rate of increase that it cannot reasonably be expected to continue. Judging from



the issues of the past two quarters, a yearly rate of increase not greater than 10 per cent. may be looked for, and the estimate has therefore been made upon that basis, giving in even figures the sum of \$749,000.

The prices now paid for stamped envelopes will continue during the next fiscal year, the contract for the manufacture of the envelopes not expiring until September 30, 1886.

The following is the annual rate of increase in the number of stamped envelopes and newspaper wrappers issued during the last five years :

	Per cent.
For year ended June 30, 1880, over preceding year.....	16.6
For year ended June 30, 1881, over preceding year.....	9.6
For year ended June 30, 1882, over preceding year.....	12.9
For year ended June 30, 1883, over preceding year.....	1.0
For year ended June 30, 1884, over preceding year.....	23.6

IV.—STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and wrappers, and for expenses of the agency..... \$16,000 00

This estimate agrees with the amount of the appropriation for the present year.

V.—POSTAL CARDS.

For manufacture of postal cards..... \$239,000 00

The total number of postal cards issued during the year ended June 30, 1884, was ..... 362,876,750  
Add 10 per cent. for increase..... 36,287,675

Gives estimated number for year ending June 30, 1885..... 399,164,425  
Add 10 per cent. for increase, as before..... 39,916,442

Gives estimated number for year ending June 30, 1886 ..... 439,080,867

The cost of manufacturing these articles at the present contract price of 54.43 cents per thousand, is..... \$238,991 71

During the past year there was a marked decrease in the issues of postal cards, the number being nearly seventeen million, or over 4 per cent., less than the issue of the preceding year. This decrease is attributable to the fact that since the reduction in the letter rate of postage, sealed communications have to a considerable extent taken the place of open messages on postal cards—many persons no doubt preferring to give the additional cent of postage for the sake of privacy in their correspondence. As a full year has passed since the reduction of postage went into effect, the decrease in the issues from this cause has probably reached its lowest point, so that in future an increase, proportionate to the general increase of business and population in the country, may be expected. It has not been thought safe to estimate this rate of increase at less than 10 per cent., which, as above indicated, produces the sum or \$239,000. The present appropriation is \$232,000.

The contract for the manufacture of postal cards will expire on the 30th of June, 1885. It is not possible to say at this time whether there will be any material change in price for making them under a new contract, and consequently no allowance for such is made in the estimate.

The rate of increase in the issues of postal cards for the past five years is shown in the following statement :

	Per cent.
For year ended June 30, 1880, over preceding year.....	22.80
For year ended June 30, 1881, over preceding year.....	13.20
For year ended June 30, 1882, over preceding year.....	13.90
For year ended June 30, 1883, over preceding year.....	7.97
For year ended June 30, 1884, over preceding year (decrease).....	4.38

VI.—POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and for expenses of the agency ..... \$7,300 00

This estimate agrees with the present appropriation.



VII.—REGISTERED-PACKAGE, POST-OFFICE, AND DEAD-LETTER ENVELOPES.

For registered-package, post-office, and dead-letter envelopes..... \$140,000 00

The contract for registered-package, post-office, and dead-letter envelopes is for one year only, beginning on the 1st of July of each year. The prices under the present contract are somewhat higher than under the last one, but notwithstanding this it is thought that the current appropriation will be sufficient, and that no increase need be made for the following year. The appropriation is \$140,000.

VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters ..... \$2,000 00

By law (sections 3913, 3976, 3977, 3978 Revised Statutes,) this appropriation is necessary for the payment to masters or owners of vessels, not regularly engaged in the transportation of the mails, for letters brought and delivered to post-offices on arrival in port for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amount paid to said master or owner, which amounts are consequently refunded to the Department. The expenditure for the last fiscal year was \$1,614.88; for 1883, \$1,517.10; for 1882, \$1,444.38; for 1881, \$990.95; and for 1880, \$1,355.51. The appropriation for the current year is \$1,500, but this amount will hardly be sufficient for the coming year. The amount needed will be about \$2,000.

IX.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants..... \$2,000 00

This appropriation is for the purchase of warrants and drafts used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the Department. The warrants and drafts are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The present appropriation is \$2,500. The sum of \$2,000 will probably be sufficient for the service of the next year, and the estimate is consequently for that sum.

X.—MISCELLANEOUS.

For miscellaneous items..... \$1,000 00

This estimate is for the same amount as the appropriation for the current fiscal year.

*Comparison of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1885, with estimates for the year ending June 30, 1886.*

Items.	Amount ap- propriated year end- ing June 30, 1885.	Estimate for year end- ing June 30, 1886.	Increase of estimates.	
			Amount.	Per cent.
Adhesive postage-stamps.....	\$146,000 00	\$174,000 00	\$28,000 00	19.1
Postage-stamp agency .....	8,100 00	8,100 00	.....	.....
Stamped envelopes and wrappers.....	644,000 00	749,000 00	105,000 00	16.3
Stamped-envelope agency.....	16,000 00	16,000 00	.....	.....
Postal cards .....	232,000 00	239,000 00	7,000 00	3.0
Postal-card agency .....	7,300 00	7,300 00	.....	.....
Registered-package, post-office, and dead-letter en- velopes .....	140,000 00	140,000 00	.....	.....
Ship, steamboat, and way letters .....	1,500 00	2,000 00	500 00	33.3
Engraving, printing, and binding drafts and war- rants .....	2,500 00	2,000 00	*500 00	*20.0
Miscellaneous.....	1,000 00	1,000 00	.....	.....
Total .....	1,198,400 00	1,338,400 00	140,000 00	11.7

\* Decrease.

Respectfully submitted to the Postmaster-General.

A. D. HAZEN,  
Third Assistant Postmaster-General.

OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,  
October 30, 1884.

No. 2.—Statement exhibiting the receipts and expenditures, under appropriate heads, by quar  
RECEIPTS.

	Quarter ended September 30, 1883.	Quarter ended December 31, 1883.
Letter-postage paid in money .....	\$39,016 15	\$1,021 67
Box-rents and branch offices .....	462,100 87	464,560 56
Fines and penalties .....	3,498 00	5,752 75
Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards .....	10,083,509 53	10,678,674 22
Dead letters .....	1,699 01	2,306 16
Revenue from money-order business .....	6,044 65	7,301 24
Miscellaneous .....	10,595,867 71	11,159,616 00

Comparison, including revenue from money-order business:

Decrease of receipts from year ended June 30, 1883, \$2,170,565.53 or 4.7+ per cent.

## EXPENDITURES.

Compensation of postmasters .....	2,908,654 19	2,744,327 56
Compensation of clerks for post-offices .....	1,138,265 95	1,151,484 20
Compensation of letter-carriers and incidental expenses .....	844,322 53	874,545 51
Wrapping-paper .....	10,066 68	5,893 37
Twine .....	19,326 00	9,878 80
Postmarking and canceling stamps .....	2,920 58	2,369 26
Mailing implements, fourth-class offices .....		
Letter-balances .....	10,850 20	285 40
Rent, light, and fuel for post-offices .....	103,091 54	109,799 58
Stationery .....	31,844 05	11,412 01
Furniture for post-offices .....	775 53	2,373 01
Miscellaneous, office of First Assistant Postmaster-General .....	13,054 23	14,864 60
Inland mail transportation:		
Railroad .....	2,988,051 19	3,005,846 49
Star .....	1,308,129 29	1,260,257 40
Steamboat .....	152,616 31	149,656 34
Transportation by postal cars .....	378,761 09	392,437 72
Special and necessary facilities, railroad trunk lines .....	46,205 31	46,205 31
Compensation of railway postal clerks .....	972,263 52	998,984 94
Compensation of mail messengers .....	189,801 51	215,348 17
Compensation of route agents .....		
Mail locks and keys .....	1,176 00	10,938 48
Mail bags and catchers .....	101,288 63	62,222 45
Post-route maps .....		
Mail depredations, post-office inspectors, fees to United States marshals, attorneys, clerks of courts, and counsel .....	48,817 13	42,487 49
Postage-stamps .....	82,577 05	82,659 34
Distribution of postage-stamps .....	1,725 60	1,772 45
Stamped envelopes and newspaper-wrappers .....	140,925 94	170,821 44
Distribution of stamped envelopes and newspaper-wrappers .....	3,740 00	4,009 08
Postal cards .....	55,486 76	50,426 13
Distribution of postal cards .....	1,708 00	1,716 30
Registered package envelopes, locks and seals, and official and dead-letter envelopes .....	26,012 22	23,218 58
Ship, steamboat, and way letters .....	447 67	378 38
Engraving, printing, and binding drafts and warrants .....	1,394 75	145 00
Advertising .....	7,216 86	3,628 60
Miscellaneous, office of Postmaster-General .....	37 72	
Foreign mail transportation .....	62,904 13	91,786 85
Balances due foreign countries .....		609 10
Transfer, foreign mails at Chicago .....		
Miscellaneous:		
Second Assistant Postmaster-General .....	61 90	116 50
Third Assistant Postmaster-General .....	40 00	
Money-order building .....		
Rent, money-order building .....		
Furniture, money-order building .....	1,693 63	
Refund of money erroneously received .....		
Raw-hide trunks, railway mail service .....		
Compensation of postmasters under readjustments .....		
	11,606,251 09	11,492,965 84

Total expenditures for transportation of the mails for year ended June 30, 1884..\$19,542,206 16

Total expenditures for transportation of the mails for year ended June 30, 1883.. 18,070,021 32

Increase year ended June 30, 1884..... 1,472,184 84  
(or 8.1+ per ct.)

ters, for the fiscal year ended June 30, 1884, compared with fiscal year ended June 30, 1883.

RECEIPTS.

Quarter ended March 31, 1884.	Quarter ended June 30, 1884.	Total year ended June 30, 1884.	Total ex- penditures on account of previ- ous fiscal years.	Total year ended June 30, 1883.	Compared with year ended June 30, 1883.	
					Increase.	Decrease.
\$47,436 28	\$23,400 92	\$110,875 02	.....	\$146,219 35	.....	\$35,344 33
482,109 97	495,281 67	1,904,052 57	.....	1,882,064 91	\$21,987 66	.....
1,823 50	10,055 87	21,130 12	.....	9,752 24	11,377 88	.....
10,302,166 01	9,681,503 90	40,745,853 66	.....	43,014,043 58	.....	2,268,189 92
3,412 92	2,201 10	9,619 19	.....	12,279 83	.....	2,660 64
.....	519,492 08	519,492 08	.....	411,619 37	107,872 71	.....
6,619 63	7,138 92	27,104 44	.....	32,713 83	.....	5 608 89
10,843,568 31	10,739,074 46	43,838,127 08	.....	45,508,692 61	141,238 25	2,311,803 78
		45,508,692 61				141,238 25
		2,170,565 53				2,170,565 53

Comparison, excluding revenue from money-order business:  
Decrease of receipts from year ended June 30, 1883, \$2,278,438.24 or 5.0 per cent.

EXPENDITURES.

2,838,040 46	2,792,808 66	11,283,830 87	\$5,950 98	10,315,394 46	968,436 41	.....
1,192,578 53	1,252,729 72	4,735,058 42	20,369 97	4,367,079 41	367,979 01	.....
889,669 93	895,668 55	3,504,206 52	2,528 28	3,173,306 51	330,900 01	.....
1,973 89	7,054 24	24,988 18	.....	21,999 95	2,988 23	.....
10,348 90	23,444 71	62,998 41	.....	59,999 93	2,998 48	.....
2,068 33	8,312 15	10,670 32	.....	14,992 46	.....	4,322 14
.....	.....	.....	186 48	34,544 54	.....	34,544 54
68 60	8,794 15	19,998 35	.....	14,917 79	5,080 56	.....
104,891 35	112,512 11	430,294 58	9,580 96	431,039 77	.....	745 19
11,744 94	4,967 23	59,969 23	1,608 73	55,000 00	4,968 23	.....
8,760 94	2,781 48	9,690 96	7 50	19,815 38	.....	10,124 42
13,184 53	16,215 63	57,318 99	2,245 18	70,992 79	.....	13,673 80
3,029,249 52	3,108,803 15	12,131,950 35	621,190 14	11,155,179 74	976,770 61	.....
1,233,857 33	1,271,920 14	5,074,164 16	35,255 75	4,661,526 75	412,637 41	.....
128,263 06	145,734 70	576,270 41	951 66	605,434 80	.....	29,164 39
394,067 48	409,733 71	1,575,000 00	10,597 29	1,467,742 50	107,257 50	.....
46,205 31	46,205 31	184,821 24	.....	180,137 53	4,683 71	.....
1,001,889 41	998,219 33	3,971,357 20	551 88	3,688,032 78	283,324 42	.....
206,964 31	212,725 71	824,839 70	7,244 86	761,437 17	63,402 53	.....
.....	.....	.....	284 34	.....	.....	.....
5,811 52	800 00	18,226 00	15,716 52	9,283 00	8,943 00	.....
36,751 61	16,789 40	217,052 09	197 70	199,304 07	17,748 02	.....
.....	.....	.....	.....	.....	.....	.....
44,494 09	51,888 08	187,686 79	2,065 42	4,794 51	.....	4,794 51
37,161 95	33,576 13	135,974 47	3,895 63	199,952 44	.....	12,265 65
1,803 26	1,456 78	6,757 49	.....	109,000 00	26,974 47	.....
203,443 51	104,040 32	619,231 21	.....	7,123 26	.....	365 77
3,740 00	8,862 64	15,351 72	.....	487,475 75	181,755 46	.....
46,749 11	44,804 33	197,466 33	.....	14,964 20	387 52	.....
.....	.....	.....	.....	206,480 75	.....	8,994 42
1,696 60	1,703 80	6,822 70	.....	6,553 46	269 24	.....
30,025 98	23,574 10	102,830 88	.....	96,949 60	5,881 28	.....
337 37	451 46	1,614 88	81 36	1,517 01	97 87	.....
.....	422 60	1,962 35	.....	1,999 22	.....	36 87
3,234 64	4,834 09	18,915 09	309 91	38,779 04	.....	19,863 95
1,039 70	73 97	1,151 39	.....	356 53	794 86	.....
93,089 58	75,213 56	322,994 12	22,343 97	291,548 66	31,445 46	.....
1,158 75	66 19	1,894 04	13,649 31	21,480 42	.....	19,586 38
.....	.....	.....	.....	6,000 00	.....	6,000 00
200 34	18 20	396 94	.....	196 15	200 79	.....
83 00	78 05	201 05	.....	228 00	.....	26 95
.....	.....	.....	.....	663 95	.....	663 95
.....	.....	.....	.....	752 68	.....	752 68
310 59	.....	2,004 22	.....	12,743 60	.....	10,739 38
.....	.....	.....	100 00	.....	.....	.....
9,000 00	.....	9,000 00	.....	.....	9,000 00	.....
.....	.....	.....	42,736 30	.....	.....	.....
11,628,958 44	11,676,785 28	46,404,960 65	819,599 62	42,816,700 56	3,764,925 08	176,664 99
		42,816,700 56			176,664 99	
		3,588,260 09			3,588,260 09	

Increase of expenditures over year ended June 30, 1883, \$3,588,260.09, or 8.3+ per cent.

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 3.—Statement showing appropriations and expenditures for the year ended June 30, 1884.

Title of appropriation.	Amount of appropriation.	Expended to Sept. 30, 1884.	Balance unexpended.	Excess of expenditures.
<i>Office of the Postmaster-General.</i>				
Mail depredations and post-office inspectors, and fees to United States marshals, attorneys, &c .....	\$200,000 00	\$187,686 79	\$12,313 21	.....
Advertising .....	40,000 00	18,915 09	21,084 91	.....
Miscellaneous items in the office of the Postmaster-General .....	1,500 00	1,151 39	348 61	.....
Post-route maps .....	1,860 00	.....	1,860 00	.....
<i>Office of the First Assistant Postmaster-General.</i>				
Compensation to postmasters .....	10,950,000 00	11,283,830 87	.....	\$333,830 87
Compensation to clerks in post-offices .....	4,775,000 00	4,735,038 42	39,941 58	.....
Payment to letter-carriers and the incidental expenses of the free-delivery system .....	3,514,653 40	3,504,206 52	10,446 88	.....
Wrapping-paper .....	25,000 00	24,988 18	11 82	.....
Twine .....	63,000 00	62,998 41	1 59	.....
Marking and rating stamps .....	20,000 00	10,670 32	9,329 68	.....
Letter-balances, test-weights, and scales .....	20,000 00	19,998 35	1 65	.....
Rent, light, and fuel for post-offices, .....	445,000 00	430,294 58	14,705 42	.....
Office furniture .....	25,000 00	9,690 96	15,309 04	.....
Stationery .....	60,000 00	59,968 23	31 77	.....
Miscellaneous and incidental items .....	90,000 00	57,318 99	32,681 01	.....
Furniture for money-order building .....	2,004 22	2,004 22	.....	.....
<i>Office of the Second Assistant Postmaster-General.</i>				
Inland mail transportation, railroad routes .....	12,200,000 00	12,131,950 35	68,049 65	.....
Inland mail transportation, steamboat routes .....	600,000 00	576,270 41	23,729 59	.....
Inland mail transportation, star routes .....	5,250,000 00	5,074,164 16	175,835 84	.....
Railway post-office car service .....	1,575,000 00	1,575,000 00	.....	.....
Necessary and special mail facilities on trunk lines .....	185,000 00	184,821 24	178 76	.....
Compensation to railway postal clerks .....	3,977,120 00	3,971,357 20	5,762 80	.....
Compensation to mail messengers .....	865,000 00	824,839 70	40,160 30	.....
Mail locks and keys .....	20,000 00	18,228 00	1,774 00	.....
Mail-bags and mail-bag catchers .....	220,000 00	217,052 09	2,947 91	.....
Miscellaneous items .....	1,000 00	396 94	603 06	.....
Raw-hide trunks for registered mail .....	9,000 00	9,000 00	.....	.....
<i>Office of the Third Assistant Postmaster-General.</i>				
Postage-stamps .....	140,000 00	135,974 47	4,025 53	.....
Postage-stamp agency .....	8,100 00	6,757 49	1,342 51	.....
Stamped envelopes and newspaper wrappers .....	632,000 00	619,231 21	12,768 79	.....
Stamped-envelope agency .....	16,000 00	15,351 72	648 28	.....
Postal cards .....	253,000 00	197,466 33	55,533 67	.....
Postal-card agency .....	7,300 00	6,822 70	477 30	.....
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes .....	140,000 00	102,830 88	37,169 12	.....
Ship, steamboat, and way letters .....	1,500 00	1,614 88	.....	114 88
Engraving, printing, and binding drafts and warrants .....	2,000 00	1,962 35	37 65	.....
Miscellaneous items .....	1,000 00	201 05	798 95	.....
<i>Office of the Superintendent of Foreign Mails.</i>				
Transportation of foreign mails .....	350,000 00	322,994 12	27,005 88	.....
Balances due foreign countries .....	60,000 00	1,894 04	58,105 96	.....
Total .....	46,746,037 62	46,404,960 65	675,022 72	333,945 75

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 4.—Receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1884.

Depositories.	Deposits.	By transfer.	Aggregate accumulation.	Aggregate receipts.	Increase of receipts over 1883.	Decrease of receipts from 1883.	Warrants drawn.	Increase over 1883.
Treasurer United States, Washington, D. C.	\$327,163 76	\$68,770 05	\$385,933 81	\$327,163 76	.....	\$230,177 86	\$582,477 98	.....
.....	314,642 58	.....	314,642 58	814,642 58	.....	124,113 71	828,010 18	.....
.....	1,903,098 69	.....	1,903,098 69	1,903,098 69	.....	490,494 08	1,709,016 58	\$339,050 61
.....	8,366,001 83	.....	8,366,001 83	3,366,001 83	.....	625,918 43	3,704,231 12	719,147 60
.....	1,428,356 79	.....	1,428,356 79	1,428,356 79	.....	370,556 61	1,538,101 73	.....
.....	629,503 84	100,000 00	729,503 84	629,503 84	.....	123,864 92	917,787 94	32,824 50
.....	7,739,306 21	.....	7,739,306 21	7,739,306 21	.....	544,290 35	7,897,627 05	1,123,942 86
.....	1,822,860 40	.....	1,822,860 40	1,822,860 40	.....	350,846 41	2,108,063 08	61,493 94
.....	762,049 16	100,000 00	862,049 16	762,049 16	.....	197,059 55	1,072,349 61	178,205 00
.....	1,220,769 23	900,000 00	2,120,769 23	1,220,769 23	.....	310,539 20	2,178,899 53	.....
.....	404 98	.....	404 98	404 98	.....	303 67	.....	.....
.....	8 14	.....	8 14	8 14	.....	100 00	.....	.....
.....	205 00	.....	205 00	205 00	.....	297 16	.....	.....
.....	150 00	.....	150 00	150 00	.....	125 00	.....	.....
.....	182 75	.....	182 75	182 75	.....	.....	.....	.....
.....	296 30	.....	296 30	296 30	.....	1,292 96	.....	.....
.....	4,424 53	.....	4,424 53	4,424 53	.....	.....	.....	.....
.....	8,603 41	.....	8,603 41	8,603 41	.....	.....	.....	.....
.....	552 22	.....	552 22	552 22	.....	.....	.....	.....
.....	100 00	.....	100 00	100 00	.....	1,200 00	.....	.....
.....	1,080 00	.....	1,080 00	1,080 00	.....	.....	.....	.....
.....	835 00	.....	835 00	835 00	.....	.....	.....	.....
.....	390 27	.....	390 27	390 27	.....	431 84	.....	.....
.....	50 00	.....	50 00	50 00	.....	.....	.....	.....
.....	2,052 05	.....	2,052 05	2,052 05	.....	81 15	.....	.....
.....	190 00	.....	190 00	190 00	.....	250 00	.....	.....
.....	110 00	.....	110 00	110 00	.....	264 09	.....	.....
.....	200 00	.....	200 00	200 00	.....	520 00	.....	.....
.....	320 28	.....	320 28	320 28	.....	399 19	.....	.....
.....	50 00	.....	50 00	50 00	.....	.....	.....	.....
.....	46,988 79	.....	46,988 79	46,988 79	.....	530 84	.....	.....
.....	3,571 48	.....	3,571 48	3,571 48	.....	35,941 23	.....	.....
.....	560 00	.....	560 00	560 00	.....	.....	.....	.....
.....	500 00	.....	500 00	500 00	.....	316 71	.....	.....
.....	250 00	.....	250 00	250 00	.....	.....	.....	.....
Total	19,585,774 64	1,156,770 05	20,744,544 69	19,585,774 64	19,967 52	3,368,817 08	22,012,407 96	2,454,104 51
						19,967 52		684,212 57
						3,348,829 56		1,769,951 64

No. 3.—Statement showing appropriations and expenditures for the year ended June 30, 1884.

Title of appropriation.	Amount of ap- propriation.	Expended to Sept. 30, 1884.	Balance un- expended.	Excess of ex- penditures.
<i>Office of the Postmaster-General.</i>				
Mail depredations and post-office inspectors, and fees to United States marshals, attorneys, &c .....	\$200,000 00	\$187,686 79	\$12,313 21	.....
Advertising .....	40,000 00	18,915 09	21,084 91	.....
Miscellaneous items in the office of the Postmaster-General.....	1,500 00	1,151 39	348 61	.....
Post-route maps .....	1,860 00	.....	1,860 00	.....
<i>Office of the First Assistant Postmaster-General.</i>				
Compensation to postmasters .....	10,950,000 00	11,283,830 87	.....	\$333,830 87
Compensation to clerks in post-offices....	4,775,000 00	4,735,058 42	39,941 58	.....
Payment to letter-carriers and the incidental expenses of the free-delivery system.....	3,514,653 40	3,504,206 52	10,446 88	.....
Wrapping-paper.....	25,000 00	24,988 18	11 82	.....
Twine .....	63,000 00	62,998 41	1 59	.....
Marking and rating stamps.....	20,000 00	10,670 32	9,329 68	.....
Letter-balances, test-weights, and scales....	20,000 00	19,998 35	1 65	.....
Rent, light, and fuel for post-offices,.....	445,000 00	430,294 58	14,705 42	.....
Office furniture .....	25,000 00	9,690 96	15,309 04	.....
Stationery .....	60,000 00	59,968 23	31 77	.....
Miscellaneous and incidental items .....	90,000 00	57,318 99	32,681 01	.....
Furniture for money-order building.....	2,004 22	2,004 22	.....	.....
<i>Office of the Second Assistant Postmaster-General.</i>				
Inland mail transportation, railroad routes	12,200,000 00	12,131,950 35	68,049 65	.....
Inland mail transportation, steamboat routes .....	600,000 00	576,270 41	23,729 59	.....
Inland mail transportation, star routes....	5,250,000 00	5,074,164 16	175,835 84	.....
Railway post-office car service .....	1,575,000 00	1,575,000 00	.....	.....
Necessary and special mail facilities on trunk lines .....	185,000 00	184,821 24	178 76	.....
Compensation to railway postal clerks....	3,977,120 00	3,971,357 20	5,762 80	.....
Compensation to mail messengers .....	865,000 00	824,839 70	40,160 30	.....
Mail locks and keys .....	20,000 00	18,226 00	1,774 00	.....
Mail-bags and mail-bag catchers.....	220,000 00	217 052 09	2,947 91	.....
Miscellaneous items .....	1,000 00	396 94	603 06	.....
Raw-hide trunks for registered mail.....	9,000 00	9,000 00	.....	.....
<i>Office of the Third Assistant Postmaster-General.</i>				
Postage-stamps .....	140,000 00	135,974 47	4,025 53	.....
Postage-stamp agency .....	8,100 00	6,757 49	1,342 51	.....
Stamped envelopes and newspaper wrappers .....	632,000 00	619,231 21	12,768 79	.....
Stamped-envelope agency .....	16,000 00	15,351 72	648 28	.....
Postal cards .....	253,000 00	197,466 33	55,533 67	.....
Postal-card agency.....	7,300 00	6,822 70	477 30	.....
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes .....	140,000 00	102,830 88	37,169 12	.....
Ship, steamboat, and way letters .....	1,500 00	1,614 88	.....	114 88
Engraving, printing, and binding drafts and warrants .....	2,000 00	1,962 35	37 65	.....
Miscellaneous items .....	1,000 00	201 05	798 95	.....
<i>Office of the Superintendent of Foreign Mails.</i>				
Transportation of foreign mails .....	350,000 00	322,994 12	27,005 88	.....
Balances due foreign countries.....	60,000 00	1,894 04	58,105 96	.....
Total .....	46,746,037 62	46,404,960 65	675,023 72	333,945 75

A. D. HAZEN,  
Third Assistant Postmaster-General.

COMPARATIVE STATEMENT BETWEEN FISCAL YEARS OF 1883 AND 1884 AT TREASURY DEPOSITORIES.

Deposits for fiscal year 1883 .....	\$22,934,604 20	Warrants drawn for 1884 .....	\$22,012,467 96
Deposits for fiscal year 1884 .....	19,585,774 64	Warrants drawn for 1883 .....	20,242,516 32
Decrease in deposits for 1884 .....	3,348,829 56	Increase for 1884 .....	1,769,951 64
Decrease of receipts for 1884 .....	3,368,817 08	Balance subject to draft June 30, 1883 .....	8,483,835 39
Deduct increase of receipts for 1884 .....	19,987 52	Balance subject to draft June 30, 1884 .....	6,067,142 07
Decrease for 1884, as shown above .....	3,348,829 56	Decrease for 1884 .....	2,426,693 32
		Total number of warrants issued during fiscal year 1884 .....	70,408
		Total number of warrants issued during fiscal year 1883 .....	48,278
		Increase for 1884 .....	22,130

A. D. HAZEN,  
Third Assistant Postmaster-General.



No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ended June 30, 1884.*

ORDINARY POSTAGE STAMPS.

Denominations.	Quarter end- ing Sept. 30, 1883.	Quarter end- ing Dec. 31, 1883.	Quarter end- ing March 31, 1884.	Quarter end- ing June 30, 1884.	Total.
1-cent .....	84, 582, 100	96, 221, 900	102, 338, 100	93, 814, 700	376, 956, 800
2-cent .....	157, 598, 100	238, 918, 900	278, 928, 200	251, 623, 900	927, 069, 100
3-cent .....	95, 461, 000	5, 000	25, 200	34, 900	95, 526, 100
4-cent .....	1, 541, 200	5, 244, 200	4, 800, 500	4, 558, 050	16, 143, 950
5-cent .....	5, 197, 080	6, 111, 000	7, 570, 580	6, 635, 740	25, 514, 400
6-cent .....	898, 050	.....	40, 600	53, 750	991, 400
10-cent .....	3, 496, 540	3, 712, 420	4, 885, 750	3, 916, 370	16, 013, 080
15-cent .....	282, 340	265, 260	377, 860	166, 740	1, 092, 200
30-cent .....	75, 600	110, 910	150, 930	96, 460	433, 900
90-cent .....	7, 250	6, 220	7, 740	5, 920	27, 130
Total .....	349, 141, 260	850, 595, 810	399, 124, 860	360, 906, 530	1, 459, 768, 460
Value .....	\$7, 658, 408 00	\$6, 705, 967 00	\$7, 773, 149 00	\$6, 939, 920 00	\$29, 077, 444 00

NEWSPAPER AND PERIODICAL POSTAGE-STAMPS.

2-cent .....	112, 480	118, 620	119, 420	118, 660	469, 180
4-cent .....	85, 595	86, 830	94, 825	88, 525	355, 775
6-cent .....	59, 795	49, 885	64, 420	53, 035	227, 135
8-cent .....	45, 810	39, 225	48, 865	39, 620	173, 520
10-cent .....	90, 290	78, 795	95, 365	94, 685	359, 135
12-cent .....	43, 310	41, 110	41, 845	39, 585	165, 850
24-cent .....	42, 700	40, 165	47, 545	42, 325	172, 735
36-cent .....	24, 885	20, 605	26, 130	22, 515	94, 135
48-cent .....	16, 555	16, 105	17, 685	15, 625	65, 970
60-cent .....	18, 250	18, 235	22, 195	19, 880	78, 560
72-cent .....	7, 795	8, 855	11, 965	8, 815	37, 430
84-cent .....	5, 800	9, 430	7, 950	8, 830	31, 510
96-cent .....	15, 980	17, 370	17, 295	15, 965	66, 610
\$1.92 .....	8, 370	11, 245	11, 070	9, 380	40, 065
\$3.00 .....	7, 696	10, 978	8, 708	8, 559	35, 941
\$6.00 .....	3, 958	5, 514	4, 706	5, 227	19, 405
\$9.00 .....	2, 425	3, 459	2, 979	3, 111	11, 974
\$12.00 .....	2, 520	3, 797	3, 374	3, 507	13, 198
\$24.00 .....	1, 260	1, 775	1, 730	1, 025	5, 790
\$36.00 .....	614	1, 081	1, 053	857	3, 605
\$48.00 .....	475	965	826	550	2, 816
\$60.00 .....	1, 711	2, 926	2, 687	2, 235	9, 559
Total .....	598, 274	586, 970	652, 638	602, 016	2, 439, 896
Value .....	\$383, 855 70	\$559, 189 60	\$526, 242 50	\$453, 930 00	\$1, 923, 217 80

ORDINARY STAMPED ENVELOPES AND WRAPPERS.

ORDINARY STAMPED ENVELOPES.					
1-cent .....	8, 197, 500	10, 126, 750	10, 865, 500	9, 592, 250	38, 782, 000
2-cent .....	19, 608, 350	32, 266 550	25, 887, 750	25, 811, 850	103, 574, 500
3-cent .....	4, 295, 500	.....	.....	.....	4, 295, 500
4-cent .....	104, 150	185, 200	68, 400	88, 550	441, 300
5-cent .....	9, 750	31, 500	50, 750	24, 000	116, 000
6-cent .....	8, 550	250	.....	.....	8, 800
10-cent .....	500	750	.....	5, 000	6, 250
15-cent .....	500	250	.....	.....	750
30-cent .....	.....	.....	500	.....	500
90-cent .....	100	.....	100	.....	200
NEWSPAPER WRAPPERS.					
1-cent .....	10, 822, 250	9, 567, 250	10, 032, 750	10, 539, 500	40, 961, 750
2-cent .....	1, 151, 250	970, 750	1, 342, 000	1, 065, 000	4, 529, 000
Total .....	44, 198, 400	53, 149, 250	48, 247, 750	47, 121, 150	192, 716, 550
Value .....	\$816, 191 34	\$967, 241 83	\$848, 417 31	\$826, 178 09	\$3, 453, 028 57

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, &c.*—Continued.

STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Denominations.	Quarter end- ing Sept. 30, 1883.	Quarter end- ing Dec. 31, 1883.	Quarter end- ing March 31, 1884.	Quarter end- ing June 30, 1884.	Total.
1-cent .....	886, 250	1, 238, 500	1, 473, 500	1, 098, 500	4, 696, 750
2-cent .....	21, 781, 500	33, 603, 750	31, 322, 500	80, 837, 500	117, 545, 250
3-cent .....	6, 607, 000				6, 607, 000
4-cent .....	129, 500	181, 500	104, 500	95, 000	510, 500
5-cent .....	10, 500	17, 000	14, 500	10, 500	52, 500
6-cent .....	13, 000				13, 000
15-cent .....	500				500
Total .....	29, 518, 250	35, 040, 750	32, 915, 000	32, 041, 500	129, 515, 500
Value .....	\$719, 493 30	\$772, 378 70	\$721, 443 25	\$705, 445 30	\$2, 918, 760 55

POSTAGE-DUE STAMPS.

1-cent .....	853, 300	863, 000	912, 600	837, 700	3, 467, 500
2-cent .....	1, 679, 100	2, 032, 100	2, 204, 000	1, 990, 400	7, 905, 600
3-cent .....	662, 050	50, 500	11, 700		724, 250
5-cent .....	100, 190	76, 500	158, 060	119, 800	454, 550
10-cent .....	220, 300	147, 370	402, 380	251, 220	1, 021, 270
30-cent .....	6, 930	2, 210	16, 050	1, 170	26, 360
50-cent .....	5, 810	1, 848	5, 010		12, 668
Total .....	3, 527, 680	3, 174, 428	3, 709, 800	3, 200, 290	13, 612, 198
Value .....	\$94, 000 00	\$70, 945 00	\$109, 018 00	\$79, 648 00	\$353, 611 00

POSTAL CARDS.

1 cent .....	101, 941, 500	92, 644, 000	85, 888, 500	82, 315, 500	362, 789, 500
2-cent .....	25, 000	30, 500	14, 750	17, 000	87, 250
Total .....	101, 966, 500	92, 674, 500	85, 903, 250	82, 332, 500	362, 876, 750
Value .....	\$1, 019, 915 00	\$927, 050 00	\$859, 180 00	\$823, 495 00	\$3, 629, 640 00

OFFICIAL POSTAGE-STAMPS.

1-cent .....	44, 000	158, 000	198, 250	156, 600	556, 850
2-cent .....	216, 000	534, 800	462, 550	317, 100	1, 530, 450
3-cent .....	404, 000	10, 000	15, 050	13, 000	442, 050
6-cent .....	207, 000	80, 500	91, 300	28, 500	407, 300
7-cent .....	1, 000				1, 000
10-cent .....	214, 000	16, 500	22, 250	2, 100	254, 850
12-cent .....	29, 500	22, 500	24, 250	4, 100	80, 350
15-cent .....	19, 500	6, 000	2, 500	12, 000	40, 000
24-cent .....	15, 500	21, 100	6, 350	600	43, 550
30-cent .....	7, 800	8, 600	7, 350	1, 620	25, 370
90-cent .....	3, 100	750	2, 100	1, 720	7, 670
Total .....	1, 161, 400	858, 750	831, 950	537, 340	3, 389, 440
Value .....	\$66, 085 00	\$30, 975 00	\$28, 292 00	\$14, 688 00	\$140, 040 00

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, &c.*—Continued.

OFFICIAL STAMPED ENVELOPES AND WRAPPERS ISSUED TO WAR DEPARTMENT.

Denomination.	Quarter end- ing Sept. 30, 1883.	Quarter end- ing Dec. 31, 1883.	Quarter end- ing March 31, 1884.	Quarter end- ing June 30, 1884.	Total.
ENVELOPES.					
2-cent .....		5,000			5,000
3-cent .....	6,250				6,250
6-cent .....	250				250
12-cent .....	100				100
NEWSPAPER WRAPPERS.					
1-cent .....	600,000		600,000	600,000	1,800,000
Total .....	606,600	5,000	600,000	600,000	1,811,600
Value .....	\$6,826 26	\$109 00	\$6,600 00	\$6,600 00	\$20,135 26

RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps .....	1,459,768,460	\$29,077,444 00
Newspaper and periodical stamps .....	2,439,898	1,923,217 80
Ordinary stamped envelopes, plain .....	147,225,800	2,907,340 32
Ordinary stamped envelopes, request .....	129,515,500	2,918,760 55
Newspaper wrappers .....	45,490,750	545,688 25
Postage-due stamps .....	13,612,198	353,611 00
Postal cards .....	362,876,750	3,629,640 00
Official postage-stamps .....	8,389,440	140,040 00
Official stamped envelopes and wrappers .....	1,811,600	20,135 26
Aggregate .....	2,166,130,396	41,515,877 18

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 6.—*Official postage-stamps.*

Denominations.	State Depart- ment.	Treasury De- partment.	War Depart- ment.	Interior Depart- ment.	Department of Justice.	Department of Agriculture.	Total.
1-cent .....	2,000		534,700	20,000		150	556,850
2-cent .....	2,000		957,300	570,000	1,000	150	1,530,450
3-cent .....			181,000	260,000	1,000	50	442,050
6-cent .....			277,300	130,000			407,300
7-cent .....			1,000				1,000
10-cent .....	4,000	200,000	40,700	10,000		150	254,850
12-cent .....	2,000		67,700	10,500		150	80,350
15-cent .....	4,000		25,500	10,500			40,000
24-cent .....	1,000		31,900	10,500		150	43,550
30-cent .....	1,500		23,470	250		150	25,370
90-cent .....	500		6,920	250			7,670
Total .....	17,000	200,000	2,147,490	1,022,000	2,000	950	3,389,440
Value .....	\$2,440	\$20,000	\$83,575	\$33,855	\$50	\$120	\$140,040

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 7.—Issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1884.

Denominations.	Number of ordinary stamps, including postage-due stamps.	Number of stamped envelopes and newspaper wrappers.	Number of postal cards.	Number of newspaper and periodical stamps.	Total.
One-cent .....	380, 424, 300	84, 440, 500	362, 789, 500	.....	827, 654, 300
Two-cent.....	934, 974, 700	225, 648, 750	87, 250	469, 180	1, 161, 179, 880
Three-cent .....	96, 250, 350	10, 992, 500	.....	.....	107, 242, 850
Four-cent .....	16, 143, 950	951, 800	.....	355, 775	17, 451, 525
Five-cent.....	25, 968, 950	168, 500	.....	.....	26, 137, 450
Six-cent.....	991, 800	21, 800	.....	227, 135	1, 240, 735
Eight-cent .....	.....	.....	.....	173, 520	173, 520
Ten-cent .....	17, 034, 350	6, 250	.....	359, 135	17, 399, 735
Twelve-cent .....	.....	.....	.....	165, 850	165, 850
Fifteen-cent .....	1, 092, 200	1, 250	.....	.....	1, 093, 450
Twenty-four cent .....	.....	.....	.....	172, 735	172, 735
Thirty-cent .....	460, 260	500	.....	.....	460, 760
Thirty-six cent.....	.....	.....	.....	94, 135	94, 135
Forty-eight cent.....	.....	.....	.....	65, 970	65, 970
Fifty-cent .....	12, 668	.....	.....	.....	12, 668
Sixty-cent.....	.....	.....	.....	78, 560	78, 560
Seventy-two cent.....	.....	.....	.....	37, 430	37, 430
Eighty-four cent .....	.....	.....	.....	31, 510	31, 510
Ninety-cent .....	27, 130	200	.....	.....	27, 330
Ninety-six cent.....	.....	.....	.....	66, 610	66, 610
One dollar and ninety-two cent.....	.....	.....	.....	40, 065	40, 065
Three-dollar.....	.....	.....	.....	35, 941	35, 941
Six-dollar .....	.....	.....	.....	19, 405	19, 405
Nine-dollar.....	.....	.....	.....	11, 974	11, 974
Twelve-dollar .....	.....	.....	.....	13, 198	13, 198
Twenty-four dollar.....	.....	.....	.....	5, 790	5, 790
Thirty-six dollar .....	.....	.....	.....	3, 605	3, 605
Forty-eight dollar .....	.....	.....	.....	2, 816	2, 816
Sixty-dollar .....	.....	.....	.....	9, 559	9, 559
Aggregate .....	1, 473, 380, 658	322, 232, 050	362, 876, 750	2, 439, 898	2, 160, 929, 356
Value .....	\$29, 431, 055 00	\$6, 371, 789 12	\$3, 629, 640 00	\$1, 923, 217 80	\$41, 355, 701 92

Denominations.	Number of official stamps to Executive Departments.	Number of official stamped envelopes and newspaper wrappers.			Total.
One-cent .....	556, 850	1, 800, 000	.....	.....	2, 356, 850
Two-cent.....	1, 530, 450	5, 000	.....	.....	1, 535, 450
Three-cent .....	442, 050	6, 250	.....	.....	448, 300
Six-cent.....	407, 300	250	.....	.....	407, 550
Seven-cent .....	1, 000	.....	.....	.....	1, 000
Ten-cent .....	254, 850	.....	.....	.....	254, 850
Twelve-cent.....	80, 350	100	.....	.....	80, 450
Fifteen-cent.....	40, 000	.....	.....	.....	40, 000
Twenty-four cent.....	43, 550	.....	.....	.....	43, 550
Thirty-cent.....	25, 370	.....	.....	.....	25, 370
Ninety-cent .....	7, 670	.....	.....	.....	7, 670
Aggregate.....	3, 389, 440	1, 811, 600	.....	.....	5, 201, 040
Value .....	\$140, 040 00	\$20, 135 26	.....	.....	\$160, 175 26
Total of all .....	1, 476, 770, 098	324, 043, 650	362, 876, 750	2, 439, 898	2, 166, 130, 396
Value .....	\$29, 571, 095 00	\$6, 391, 924 38	\$3, 629, 640 00	\$1, 923, 217 80	\$41, 515, 877 18

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 5.—Postage-stamps, stamped envelopes, newspaper wrappers, &c.—Continued.

OFFICIAL STAMPED ENVELOPES AND WRAPPERS ISSUED TO WAR DEPARTMENT.

Denomination.	Quarter end- ing Sept. 30, 1883.	Quarter end- ing Dec. 31, 1883.	Quarter end- ing March 31, 1884.	Quarter end- ing June 30, 1884.	Total.
ENVELOPES.					
2-cent .....		5, 000			5, 000
3-cent .....	6, 250				6, 250
6-cent .....	250				250
12-cent .....	100				100
NEWSPAPER WRAPPERS.					
1-cent .....	600, 000		600, 000	600, 000	1, 800, 000
Total.....	606, 600	5, 000	600, 000	600, 000	1, 811, 600
Value .....	\$6, 826 26	\$109 00	\$6, 600 00	\$6, 600 00	\$20, 135 26

RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps .....	1, 459, 768, 460	\$29, 077, 444 00
Newspaper and periodical stamps .....	2, 439, 898	1, 923, 217 80
Ordinary stamped envelopes, plain .....	147, 225, 800	2, 907, 340 32
Ordinary stamped envelopes, request.....	129, 515, 500	2, 918, 760 55
Newspaper wrappers.....	45, 490, 750	545, 688 25
Postage-due stamps .....	13, 612, 198	353, 611 00
Postal cards .....	362, 876, 750	3, 629, 640 00
Official postage-stamps .....	8, 389, 440	140, 040 00
Official stamped envelopes and wrappers .....	1, 811, 600	20, 135 26
Aggregate.....	2, 166, 130, 396	41, 515, 877 18

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 6.—Official postage-stamps.

Denominations.	State Depart- ment.	Treasury De- partment.	War Depart- ment.	Interior Depart- ment.	Department of Justice.	Department of Agriculture.	Total.
1-cent .....	2, 000		534, 700	20, 000		150	556, 850
2-cent .....	2, 000		957, 300	570, 000	1, 000	150	1, 530, 450
3-cent .....			181, 000	260, 000	1, 000	50	442, 050
6-cent .....			277, 300	130, 000			407, 300
7-cent .....			1, 000				1, 000
10-cent .....	4, 000	200, 000	40, 700	10, 000		150	254, 850
12-cent .....	2, 000		67, 700	10, 500		150	80, 350
15-cent .....	4, 000		25, 500	10, 500			40, 000
24-cent .....	1, 000		31, 900	10, 500		150	43, 550
30-cent .....	1, 500		23, 470	250		150	25, 370
90-cent .....	500		6, 920	250			7, 670
Total.....	17, 000	200, 000	2, 147 490	1, 022, 000	2, 000	950	3, 389, 440
Value .....	\$2, 440	\$20, 000	\$83, 575	\$33, 855	\$50	\$120	\$140, 040

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 7.—Issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1884.

Denominations.	Number of ordinary stamps, including postage-due stamps.	Number of stamped envelopes and newspaper wrappers.	Number of postal cards.	Number of newspaper and periodical stamps.	Total.
One-cent .....	380, 424, 300	84, 440, 500	362, 789, 500	.....	827, 654, 300
Two-cent.....	934, 974, 700	225, 648, 750	87, 250	469, 180	1, 161, 179, 880
Three-cent .....	96, 250, 350	10, 992, 500	.....	.....	107, 242, 850
Four-cent .....	16, 143, 950	951, 800	.....	355, 775	17, 451, 525
Five-cent.....	25, 968, 950	168, 500	.....	.....	26, 137, 450
Six-cent.....	991, 800	21, 800	.....	227, 135	1, 240, 735
Eight-cent .....	.....	.....	.....	173, 520	173, 520
Ten-cent .....	17, 034, 350	6, 250	.....	359, 135	17, 399, 735
Twelve-cent .....	.....	.....	.....	165, 850	165, 850
Fifteen-cent .....	1, 092, 200	1, 250	.....	.....	1, 093, 450
Twenty-four cent .....	.....	.....	.....	172, 735	172, 735
Thirty-cent .....	460, 260	500	.....	.....	460, 760
Thirty-six cent.....	.....	.....	.....	94, 135	94, 135
Forty-eight cent.....	.....	.....	.....	65, 970	65, 970
Fifty-cent.....	12, 668	.....	.....	.....	12, 668
Sixty-cent.....	.....	.....	.....	78, 560	78, 560
Seventy-two cent.....	.....	.....	.....	37, 430	37, 430
Eighty-four cent .....	.....	.....	.....	31, 510	31, 510
Ninety-cent .....	27, 130	200	.....	.....	27, 330
Ninety-six cent.....	.....	.....	.....	66, 610	66, 610
One dollar and ninety-two cent.....	.....	.....	.....	40, 065	40, 065
Three-dollar.....	.....	.....	.....	35, 941	35, 941
Six-dollar .....	.....	.....	.....	19, 405	19, 405
Nine-dollar.....	.....	.....	.....	11, 974	11, 974
Twelve-dollar .....	.....	.....	.....	13, 198	13, 198
Twenty-four dollar.....	.....	.....	.....	5, 790	5, 790
Thirty-six dollar .....	.....	.....	.....	3, 605	3, 605
Forty-eight dollar .....	.....	.....	.....	2, 816	2, 816
Sixty-dollar .....	.....	.....	.....	9, 559	9, 559
Aggregate .....	1, 473, 380, 658	322, 232, 050	362, 876, 750	2, 439, 898	2, 160, 929, 356
Value .....	\$29, 431, 055 00	\$6, 371, 789 12	\$3, 629, 640 00	\$1, 923, 217 80	\$41, 355, 701 92

Denominations.	Number of official stamps to Executive Departmenta.	Number of official stamped envelopes and newspaper wrappers.			Total.
One-cent .....	556, 850	1, 800, 000	.....	.....	2, 356, 850
Two-cent.....	1, 530, 450	5, 000	.....	.....	1, 535, 450
Three-cent .....	442, 050	6, 250	.....	.....	448, 300
Six-cent .....	407, 300	250	.....	.....	407, 550
Seven-cent .....	1, 000	.....	.....	.....	1, 000
Ten-cent .....	254, 850	.....	.....	.....	254, 850
Twelve-cent.....	80, 350	100	.....	.....	80, 450
Fifteen-cent.....	40, 000	.....	.....	.....	40, 000
Twenty-four cent.....	43, 550	.....	.....	.....	43, 550
Thirty-cent.....	25, 370	.....	.....	.....	25, 370
Ninety-cent .....	7, 670	.....	.....	.....	7, 670
Aggregate.....	3, 389, 440	1, 811, 600	.....	.....	5, 201, 040
Value .....	\$140, 040 00	\$20, 135 26	.....	.....	\$160, 175 26
Total of all .....	1, 476, 770, 098	324, 043, 650	362, 876, 750	2, 439, 898	2, 166, 130, 396
Value .....	\$29, 571, 095 00	\$6, 391, 924 38	\$3, 629, 640 00	\$1, 923, 217 80	\$41, 515, 877 18

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 8.—Table showing the increase in the issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, including the issues for official use, for the fiscal year ending June 30, 1884, over those of the preceding year.

Articles issued.	1883.		1884.		Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
.....	1,202,743,800	\$30,307,179 00	1,450,768,460	\$29,077,444 00	247,024,660	*\$1,229,735 00	21,36+	*4.05+
stamps .....	2,207,089	1,752,584 50	2,438,898	1,923,217 80	231,809	170,633 30	10,50+	9.73+
" plain .....	114,251,050	2,631,096 87	147,225,600	2,907,340 32	32,973,550	76,243 45	28,80+	2.09+
" request .....	100,578,250	3,129,774 15	129,515,500	2,918,760 55	28,937,250	*211,013 60	28,77+	*6.74+
.....	44,438,250	530,148 75	45,490,750	545,698 25	1,054,500	15,499 50	2,37+	2.92+
.....	12,609,900	404,915 90	13,612,198	353,611 00	1,002,298	*51,304 80	7,95-	*12.67+
.....	379,516,750	3,796,090 00	382,878,750	3,629,640 00	*16,040,000	*166,450 00	*4,38+	*4.38+
Total issues for sale to the public.....	1,858,344,839	42,751,809 17	2,160,929,356	41,355,701 92	304,584,517	*1,396,107 25	16,41-	*3.26+
Add official stamps .....	2,575,830	125,839 20	3,380,440	140,040 00	813,610	14,200 80	31,69-	11.26+
Add official stamped envelopes and wrappers .....	2,769,000	32,671 20	1,811,600	20,135 20	*957,400	*12,535 04	*34,57+	*38.37
Total of all issues .....	1,881,689,669	42,910,319 57	2,166,130,396	41,516,877 12	304,440,727	*1,394,442 39	16,35+	*3.25

\* Decrease.

A. D. HAZEN,  
Third Assistant Postmaster-General.



No. 9.—Statement showing amount of dead mail matter treated in the division of dead letters during the fiscal year ended June 30, 1884.

CLASSIFICATION AND AMOUNT OF MAIL MATTER.		MODE OF TREATMENT.		Delivered unopened.	Opened.	On hand.
Class.	Number.	Class.	Number.			
Domestic mailed letters		Domestic mailed letters		58,218	3,686,410	89,400
Unopened from last fiscal year.....	271,900					
Received during the year.....	3,560,129					
Don		Domestic unmailable letters:				509
		Held for postage.....	3,832,028	16,712	116,275	
		Containing unmailable articles.....			1,797	
		Misdirected.....		75,700	230,019	
		Blank.....			14,184	
		Domestic third and fourth-class matter.....			69,637	
Containing unmailable articles.....	133,686					
Misdirected.....	1,797					
Blank (without address).....	314,719					
	14,184					
Domestic third and fourth-class matter (packages).....						
Foreign matter:		Foreign matter:				7,907
From last fiscal year (letters).....	4,180	Letters.....	464,256	448,312		
Received during the year (letters).....	452,030	Printed matter, samples, &c.....	69,637	20,979		
Printed matter, samples, &c., returnable to country of origin.....	464,219					
	20,979					
Total.....	477,198	Total.....		617,921	4,127,272	97,906
			4,843,080			

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 10.—Statement showing the disposition of mail matter opened in the division of dead letters during the year ended June 30, 1884.

LETTERS OPENED.			MANNER IN WHICH DISPOSED OF.									
Containing—	Number.	Value.	Containing—	On hand.		Delivered.		Filed.		De- stroyed.	Outstanding.	
				Num- ber.	Value.	Number.	Value.	Num- ber.	Value.		Num- ber.	Value.
Money:												
Outstanding from last fiscal year ..	787=	\$2,305 51										
On hand from last fiscal year .....	1,389=	2,771 50										
Received during the year .....	17,387=	33,770 17										
Drafts, checks, notes, &c.:	19,563	\$38,847 18	Money .....	1,344	\$2,576 94	13,062	\$25,808 47	4,107	\$7,663 15		1,050	\$2,798 62
Outstanding from last fiscal year..	665=	284,621 06										
Received during the year .....	20,204=	1,576,948 13										
Merchandise, books, &c., received during the year .....	20,869	1,861,569 19	Drafts, checks, &c.			19 014	1,374,708 43	697	60,650 97		1,158	426,209 79
Receipts, paid notes, &c., received during the year .....	95,191		Merchandise, books, &c.			45,710		31,912		*17,513	56	
	34,399		Receipts, paid notes, &c.			31,557		2,842				
Photographs received during the year .....	38,348		Photographs .....			30,904		7,444				
Postage-stamps received the year .....	84,088		Postage-stamps .....			80,400		3,688				
Nothing of value .....	3,837,655		Nothing of value .....			1,298,178				12,539,477		
Total .....	4,130,113	1,900,416 87	Total .....	1,344	2,576 94	1,518,825	1,400,516 90	50,690	68,314 12	2,556,990	2,264	429,008 41

\* Magazines, pamphlets, fruit, cake, seeds.  
Including 183,100 returned to writers, and, writers not being found, again sent to the dead-letter office.

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 11.—Statement showing number of pieces, classification, and disposition of unmailable matter received at the dead-letter office during the fiscal year ended June 30, 1884.

Received.	Disposition.
<div> Held for postage: <div> Foreign address.....13,959</div> <div> Domestic address.....117,070</div> </div> <div> Misdirected.....131,029</div> <div> Blank.....366,524</div> <div> Unmailable, containing coin, lottery tickets, &amp;c.....14,134</div> <div> Hotel.....1,797</div> <div> Fictitious.....112,648</div> <div> Returned misdirected.....24,383</div> <div> Returned misdirected.....12,866</div>	<div> Held for postage: <div> Circulars sent to collect postage: <div> Domestic address.....16,734</div> <div> Foreign address.....4,599</div> </div> <div> Official and Navy forwarded.....628</div> <div> Opened.....109,068</div> </div> <div> Misdirected: <div> Turned over to foreign branch.....51,805</div> <div> Address corrected and forwarded.....75,700</div> <div> Opened.....239,019</div> <div> Blanks opened.....14,134</div> </div> <div> Unmailable, containing coin, lottery, &amp;c.: <div> Turned over to foreign branch.....</div> <div> Opened.....1,797</div> </div> <div> Hotel: <div> Turned over to foreign branch.....13,298</div> <div> Opened.....99,350</div> </div> <div> Fictitious: <div> Turned over to foreign branch.....995</div> <div> Opened.....23,388</div> </div> <div> Returned misdirected opened.....</div> <div> Returned misdirected opened.....24,383</div> <div> Returned misdirected opened.....12,866</div> <div> Total.....663,381</div>
<div> Total.....663,381</div>	<div> Total.....663,381</div>
<div> PACKAGES.</div>	<div> PACKAGES.</div>
<div> Held for postage.....9,774</div> <div> Misdirected.....10,596</div> <div> Blank.....13,389</div> <div> Unmailable.....7,775</div> <div> Excess of weight and measure.....1,144</div> <div> Total.....42,678</div> <div> Grand total.....706,059</div>	<div> Examined and turned over.....42,678</div> <div> Grand total.....706,059</div>

A. D. HAZEN  
Third Assistant Postmaster-General.

No. 11.—*Statement showing amount, classification, and disposition of unmailable matter received at the dead-letter office, &c.—Continued.*

TABLE A.—DISPOSITION OF LETTERS TREATED BY CIRCULAR.

Awaiting reply to circular July 1, 1883 .....	2, 559
Treated by circular during the year:	
Domestic address .....	16, 734
Foreign address .....	4, 599
	<hr/> 21, 333
	<hr/> 23, 892
Forwarded in reply to circular during the year:	
Domestic address .....	12, 756
Foreign address .....	8, 328
	<hr/> 16, 084
Turned over to opening branch .....	7, 209
	<hr/> 23, 293
	<hr/> 599
Awaiting reply to circular July 1, 1884 .....	

TABLE B.—CONTENTS AND DISPOSITION OF OPENED LETTERS.

Money .....	5, 637
Drafts, notes, money-orders, &c .....	4, 259
Paid notes, canceled checks, &c .....	7, 550
Merchandise, books, chromos, &c .....	2, 170
Photographs .....	5, 306
Postage-stamps .....	13, 623
No value .....	468, 286
	<hr/> Total .....
	506, 831
Containing valuables, turned over to different branches for record .....	38, 545
Containing nothing of value, returned to writer .....	246, 164
Containing nothing of value, destroyed .....	222, 122
	<hr/> Total .....
	506, 831

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 12.—Statement showing number of dead foreign letters received and disposed of during the fiscal year ended June 30, 1884.

RECEIVED.		DISPOSITION.				
Class.	Number	Class.	Returned to coun-try of origin.	Delivered to ad-dressees.	Misdirected letters forwarded to cor-rected address.	On hand.
Registered letters— On hand July 1, 1883..... 344 Received during the year.. 12, 644	12, 988	Registered letters..	12, 146	418	67	357
Ordinary letters— On hand July 1, 1883..... 3, 845 Received during the year.. 439, 386		Ordinary letters....	424, 390	161	11, 130	7, 550
Printed matter .....	443, 281 20, 979	Printed matter.....	20, 094	12	673	.....
Total .....	477, 198	Total .....	456, 630	591	12, 070	7, 907

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 13.—Statement showing the number of letters originating in the United States and re-turned by foreign countries as undeliverable during the fiscal year ended June 30, 1884.

Class.	Number.
Registered letters.....	1, 209
Ordinary letters.....	175, 365
Printed matter, &c.....	33, 862
Total.....	210, 436

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 14.—Table showing amount of dead matter returned to and received from each of the foreign countries during the fiscal year ended June 30, 1884.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Printed.	Total.	Registered.	Ordinary.	Printed.	Total.
Antigua .....	1	36	.....	37	2	49	76	127
Argentine Republic .....	17	256	19	292	.....	408	1	409
Austria-Hungary .....	2,425	13,345	1,264	17,034	.....	.....	.....	.....
Bahamas .....	1	289	.....	290	.....	195	.....	195
Barbadoes .....	1	112	.....	113	.....	148	98	246
Belgium .....	75	1,757	52	1,884	.....	.....	.....	.....
Bermuda .....	.....	223	2	225	.....	128	.....	128
Brazil .....	41	403	20	464	.....	86	.....	86
British Guiana .....	5	84	.....	89	.....	147	346	493
British Honduras .....	1	48	.....	49	.....	46	.....	46
British India .....	23	505	101	629	.....	.....	.....	.....
Canada .....	1,540	100,105	551	102,196	377	79,366	1,008	80,751
Ceylon .....	.....	27	1	28	.....	.....	.....	.....
Chili .....	12	382	5	399	2	410	3,417	3,829
Costa Rica .....	.....	24	7	31	.....	15	.....	15
Cuba .....	29	1,310	29	1,368	.....	1,334	2,217	3,551
Danish West Indies .....	.....	129	.....	129	.....	189	.....	189
Denmark .....	60	5,778	167	6,006	.....	.....	.....	.....
Dominica .....	.....	7	.....	7	.....	9	.....	9
Ecuador .....	.....	28	.....	28	.....	.....	.....	.....
Egypt .....	6	92	.....	98	.....	.....	.....	.....
France .....	253	7,590	7,889	15,732	.....	4,279	2,367	6,646
French West Indies .....	.....	37	.....	37	.....	.....	.....	.....
Germany .....	2,825	77,329	1,334	81,488	.....	.....	.....	.....
Great Britain .....	1,494	101,090	2,730	105,314	620	43,177	4,934	48,731
Greece .....	22	139	13	174	.....	.....	.....	.....
Grenada .....	.....	2	.....	2	.....	31	.....	31
Guatemala .....	2	81	2	85	.....	2	.....	2
Hawaii .....	10	563	8	581	.....	237	.....	237
Haiti .....	2	55	1	58	.....	29	.....	29
Honduras, Republic of .....	1	64	1	66	.....	105	.....	105
Hong-Kong .....	3	1,170	4	1,177	.....	269	66	335
Italy .....	1,481	39,025	2,636	43,202	91	2,512	1,864	4,467
Jamaica .....	2	295	.....	297	2	306	.....	308
Japan .....	8	324	24	356	.....	128	8	136
Java, Netherlands Indies .....	7	70	2	79	.....	17	5	22
Luxembourg .....	19	464	3	486	.....	.....	.....	.....
Mauritius .....	1	21	.....	22	.....	.....	.....	.....
Mexico .....	37	3,585	21	3,643	2	3,148	996	4,146
Montserrat .....	.....	1	.....	1	.....	.....	.....	.....
Netherlands .....	32	2,241	613	2,886	.....	.....	.....	.....
Netherlands West Indies .....	3	51	1	55	.....	9	.....	9
Nevis .....	.....	3	.....	3	.....	.....	.....	.....
Newfoundland .....	8	405	2	415	.....	509	21	530
New South Wales .....	21	695	15	731	28	1,078	12	1,118
New Zealand .....	9	599	6	614	11	436	415	862
Nicaragua .....	.....	59	1	60	.....	13	.....	13
Norway .....	178	13,410	312	13,900	.....	.....	.....	.....
Paraguay .....	.....	1	1	2	.....	.....	.....	.....
Persia .....	1	5	.....	6	.....	.....	.....	.....
Peru .....	.....	78	1	79	.....	212	.....	212
Philippines .....	.....	37	.....	37	.....	.....	.....	.....
Porto Rico .....	1	77	2	80	.....	.....	.....	.....
Portugal .....	79	2,526	47	2,652	14	379	429	822
Queensland .....	11	245	1	257	8	228	4	235
Roumania .....	26	173	4	203	.....	.....	.....	.....
Russia .....	755	8,651	368	9,774	.....	.....	.....	.....
St. Christopher's .....	.....	18	.....	18	.....	.....	.....	.....
St. Lucia .....	.....	8	1	4	.....	16	1	17
St. Vincent .....	.....	14	.....	14	.....	1	.....	1
San Salvador .....	1	33	.....	34	.....	.....	.....	.....
Santo Domingo .....	.....	59	1	60	.....	161	.....	161
Servia .....	4	9	.....	13	.....	.....	.....	.....
Siam (Bangkok) .....	.....	2	.....	2	.....	.....	.....	.....
Spain .....	34	723	773	1,530	7	214	225	446
Straits Settlements .....	1	43	.....	44	.....	41	.....	41
Surinam .....	.....	13	.....	13	.....	8	.....	8
Sweden .....	293	31,276	787	32,356	.....	.....	.....	.....
Switzerland .....	237	4,766	244	5,247	.....	.....	.....	.....
Tobago .....	.....	2	1	3	.....	2	.....	2
Trinidad .....	2	70	1	73	1	27	15	43
Turkey .....	12	107	5	124	.....	.....	.....	.....
Turk's Island .....	.....	12	.....	12	.....	.....	.....	.....

No. 14.—Table showing amount of dead matter returned and received, &c.—Continued.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Printed.	Total.	Registered.	Ordinary.	Printed.	Total.
United States of Colombia.....	4	391	5	400	13	847	2, 505	3, 365
Uruguay.....	14	109	4	127	.....	379	.....	379
Venezuela.....	6	114	3	123	2	106	.....	108
Victoria.....	10	465	9	484	23	669	8	700
Postal Union.....	.....	.....	.....	.....	10	30, 763	12, 823	43, 596
Miscellaneous.....	.....	.....	.....	.....	1	2, 497	1	2, 499
Total.....	12, 146	424, 390	20, 094	456, 630	1, 209	175, 865	33, 862	210, 436

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 15.—Table showing the number, classification, and disposition of dead registered letters during the year ended June 30, 1884.

Number and class of letters received.		How disposed of.	
Domestic—		Delivered without being opened—	
Official.....	37	To foreign branch.....	12, 644
Ordinary.....	2, 328	To Executive Departments...	37
Request.....	1, 733	Card and request.....	1, 733
	4, 098		14, 414
Foreign.....	12, 644	Opened.....	2, 328
Total.....	16, 742	Total.....	16, 742

Contents of letters opened.	Number.	Disposition of letters opened.				
		Delivered.	Filed.		Outstanding.	Total.
			At once.	Returned and filed.		
Drafts, money orders, &c.....	214	185	1	19	9	214
Money.....	615	468	12	129	6	615
Photographs, receipts, certificates, &c.....	195	171	10	14	.....	195
Merchandise.....	246	130	60	.....	56	246
Nothing of value.....	1, 058	485	307	266	.....	1, 058
Total.....	2, 328	1, 439	390	428	71	2, 328

A. D. HAZEN,  
Third Assistant Postmaster-General.



No. 16.—Number of registered letters and parcels transmitted through the mails from each

States.	Quarter ended September 30, 1883.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama .....	23,557	984	228	25	4,994
Arkansas .....	24,149	704	89	13	4,806
California .....	34,107	10,193	5,570	291	5,609
Colorado .....	27,701	3,509	1,628	93	2,372
Connecticut .....	24,590	5,477	2,010	96	42,137
Delaware .....	3,077	88	64	.....	400
Florida .....	20,111	1,047	208	16	1,890
Georgia .....	28,069	1,154	255	.....	4,912
Illinois .....	91,671	15,893	8,754	235	19,381
Indiana .....	58,789	1,524	507	11	9,547
Iowa .....	59,415	1,843	1,403	18	13,886
Kansas .....	39,088	2,056	627	8	9,374
Kentucky .....	35,189	13,249	271	9	4,737
Louisiana .....	30,623	4,336	779	59	3,665
Maine .....	30,791	1,251	1,845	12	3,022
Maryland .....	22,507	1,541	785	107	1,921
Massachusetts .....	51,342	13,238	9,537	576	4,071
Michigan .....	64,691	2,848	6,347	83	10,633
Minnesota .....	39,566	1,669	2,969	20	5,815
Mississippi .....	20,528	1,454	100	3	4,655
Missouri .....	80,593	9,784	1,720	84	10,860
Nebraska .....	27,125	1,389	864	24	4,920
Nevada .....	5,545	559	372	8	886
New Hampshire .....	14,336	641	975	10	1,622
New Jersey .....	33,074	1,576	2,866	59	2,606
New York .....	176,360	65,016	27,957	2,618	92,131
North Carolina .....	32,551	927	57	.....	6,631
Ohio .....	96,931	6,122	3,754	128	14,595
Oregon .....	14,109	1,380	665	11	2,367
Pennsylvania .....	129,503	14,141	9,182	266	13,762
Rhode Island .....	8,025	1,482	1,025	16	620
South Carolina .....	19,868	751	165	1	2,946
Tennessee .....	33,994	1,276	132	5	5,451
Texas .....	51,834	4,081	2,217	296	11,424
Vermont .....	13,957	589	854	3	1,748
Virginia .....	43,417	2,337	277	23	4,500
West Virginia .....	22,644	483	134	2	2,600
Wisconsin .....	52,803	1,938	2,556	167	8,158
Alaska Territory .....	61	26	6	.....	3
Arizona Territory .....	8,927	706	246	18	356
Dakota Territory .....	29,586	906	1,139	26	2,712
District of Columbia .....	29,827	1,839	833	28	13,018
Idaho Territory .....	9,619	491	132	1	667
Indian Territory .....	5,104	169	31	.....	344
Montana Territory .....	11,317	1,140	538	15	1,073
New Mexico Territory .....	9,067	925	210	42	619
Utah Territory .....	9,053	700	371	35	814
Washington Territory .....	10,277	532	462	19	1,143
Wyoming Territory .....	5,471	904	113	38	431
Total .....	1,713,099	206,871	103,889	5,603	366,836

State and Territory in the United States during the fiscal year ended June 30, 1884.

Quarter ended December 31, 1883.					Quarter ended March 31, 1884.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
31, 915	1, 347	199	11	6, 429	35, 025	1, 053	172	3	5, 737
33, 242	1, 174	147	10	5, 798	35, 468	767	146	1	5, 148
43, 297	19, 855	7, 495	507	7, 432	40, 822	10, 612	6, 038	316	7, 015
31, 000	7, 777	1, 999	278	3, 153	26, 843	4, 678	1, 794	162	3, 183
28, 186	8, 034	2, 574	154	65, 128	29, 717	8, 614	2, 103	177	56, 511
3, 617	164	173	6	561	3, 678	106	140	4	515
24, 259	1, 801	308	21	2, 073	29, 830	1, 886	307	21	2, 112
87, 238	1, 900	497	1	5, 924	38, 138	1, 490	366		5, 847
118, 998	25, 046	10, 651	482	23, 069	122, 192	18, 578	9, 184	221	25, 120
68, 452	2, 529	1, 060	24	11, 671	74, 346	1, 594	735	12	12, 096
85, 365	3, 712	1, 952	75	18, 024	80, 315	2, 084	2, 097	34	18, 652
63, 338	4, 700	930	50	11, 880	69, 913	2, 957	1, 133	18	12, 645
41, 502	6, 966	360	17	5, 331	45, 836	6, 206	364	10	5, 697
35, 565	5, 360	1, 567	60	3, 978	36, 018	4, 475	1, 460	71	4, 126
36, 294	2, 942	1, 903	50	4, 244	38, 376	1, 898	1, 754	40	4, 153
20, 973	2, 328	1, 162	69	2, 664	28, 068	1, 697	990	77	2, 678
64, 050	17, 111	11, 828	875	6, 061	66, 454	13, 673	8, 967	281	6, 167
77, 738	4, 172	7, 306	116	14, 435	75, 461	4, 138	6, 517	144	14, 015
55, 345	3, 608	3, 693	54	8, 195	51, 036	2, 403	3, 564	37	7, 645
28, 307	2, 225	137	3	5, 609	30, 476	1, 690	109	2	5, 583
99, 557	16, 049	2, 465	179	13, 181	109, 603	11, 851	2, 076	105	12, 702
37, 540	2, 790	1, 284	75	7, 016	42, 043	1, 959	1, 496	26	6, 467
7, 301	1, 354	499	27	1, 074	5, 802	687	394	18	991
10, 939	928	1, 190	17	2, 551	16, 952	510	1, 161	12	2, 767
31, 562	2, 981	3, 411	104	8, 743	32, 165	1, 804	2, 827	53	3, 756
196, 028	101, 911	35, 990	4, 029	93, 207	193, 430	73, 469	33, 531	3, 721	91, 877
41, 545	1, 433	94	1	7, 509	45, 088	1, 194	80		7, 298
116, 992	10, 015	4, 618	250	18, 796	122, 321	7, 274	3, 886	131	18, 832
20, 094	2, 001	1, 321	40	3, 115	19, 589	1, 432	658	17	2, 553
152, 843	20, 126	11, 167	778	17, 688	158, 436	16, 439	10, 363	907	17, 472
8, 363	2, 176	1, 439	38	963	8, 259	1, 631	1, 058	19	962
28, 082	1, 010	243	3	3, 293	27, 704	771	287	1	3, 306
41, 887	1, 642	151	3	5, 844	47, 074	1, 498	173		5, 917
70, 428	6, 332	2, 617	298	13, 764	72, 846	5, 401	2, 535	1, 172	13, 074
17, 524	1, 305	965	12	2, 544	17, 376	837	1, 021	9	2, 582
50, 335	3, 453	300	52	5, 241	56, 104	2, 619	328	23	5, 086
26, 223	619	160	11	3, 182	26, 282	469	156	6	2, 936
70, 753	3, 755	3, 152	159	11, 599	70, 604	2, 191	3, 104	72	10, 951
36	66	1		6	83	64	1		4
10, 671	1, 097	251	12	469	9, 863	785	287	8	364
40, 338	1, 928	1, 717	80	3, 670	35, 991	1, 222	1, 911	23	3, 341
31, 861	3, 109	506	72	8, 639	32, 503	3, 021	438	62	8, 248
11, 015	740	167	5	679	10, 121	436	120	1	680
6, 471	327	68	2	421	6, 878	234	85	3	402
14, 646	2, 176	677	42	1, 190	13, 121	1, 390	626	21	929
10, 702	644	236	28	955	10, 632	1, 181	220	14	1, 033
11, 047	1, 288	854	72	997	11, 490	853	486	48	1, 026
14, 312	1, 330	635	83	1, 355	16, 818	711	557	27	1, 292
7, 055	1, 357	207	22	523	6, 519	978	178	28	481
2 120, 836	316, 753	132, 326	8, 757	447, 143	2, 183, 749	233, 420	117, 963	8, 158	431, 976

No. 16.—Number of registered letters and parcels transmitted through the

States.	Quarter ended June 30, 1884.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama .....	32,742	1,121	169	3	6,196	123,239	4,505
Arkansas .....	32,669	906	167	9	5,211	125,528	3,551
California .....	41,065	10,867	5,921	346	7,312	159,291	51,527
Colorado .....	26,728	4,514	1,690	264	3,044	112,312	20,478
Connecticut .....	26,511	8,446	1,873	143	54,399	109,004	30,571
Delaware .....	3,675	83	136	1	523	14,047	441
Florida .....	28,676	1,605	336	24	2,257	102,876	6,339
Georgia .....	34,409	1,325	182	.....	5,738	137,854	5,929
Illinois .....	110,824	17,972	9,413	210	25,161	443,685	77,489
Indiana .....	65,460	1,606	532	14	12,202	265,027	7,253
Iowa .....	71,117	1,897	1,676	15	18,373	296,212	9,536
Kansas .....	66,045	2,693	986	13	12,387	238,964	12,406
Kentucky .....	36,875	8,709	304	8	8,938	159,402	35,130
Louisiana .....	34,696	5,289	1,171	62	4,170	136,902	19,460
Maine .....	35,598	1,580	1,796	28	4,073	141,059	7,671
Maryland .....	26,441	1,936	1,220	63	2,657	97,989	7,502
Massachusetts .....	60,772	13,389	9,580	497	5,817	242,618	57,411
Michigan .....	71,907	3,456	5,916	53	15,173	289,797	14,614
Minnesota .....	48,312	2,173	3,126	31	7,303	194,259	9,853
Mississippi .....	30,925	1,881	171	42	5,470	110,236	7,250
Missouri .....	97,846	11,657	2,044	124	12,958	387,599	49,341
Nebraska .....	39,560	1,876	1,127	50	6,063	146,268	8,014
Nevada .....	5,691	448	371	135	949	24,339	3,048
New Hampshire .....	16,288	521	965	1	2,476	64,515	2,600
New Jersey .....	31,717	1,765	2,701	72	3,696	128,518	8,126
New York .....	192,982	89,728	32,484	2,851	89,243	758,800	330,124
North Carolina .....	43,826	1,031	110	14	6,884	163,010	4,591
Ohio .....	114,686	6,575	3,444	175	18,332	450,930	29,966
Oregon .....	18,556	1,251	1,055	37	4,125	72,348	6,064
Pennsylvania .....	149,621	16,733	9,021	793	17,712	590,403	67,442
Rhode Island .....	7,670	1,823	1,014	23	802	32,317	7,112
South Carolina .....	24,047	764	204	2	3,229	99,701	3,296
Tennessee .....	44,547	1,642	280	1	5,578	167,502	5,968
Texas .....	64,982	4,712	3,292	523	13,266	260,090	20,526
Vermont .....	16,777	704	915	2	2,536	65,634	3,435
Virginia .....	55,120	2,621	334	27	5,069	204,976	11,030
West Virginia .....	26,840	403	136	7	3,001	101,999	1,974
Wisconsin .....	63,535	1,953	2,915	85	11,119	257,695	9,837
Alaska Territory .....	72	56	.....	.....	3	252	212
Arizona Territory .....	10,465	941	215	2	491	39,926	3,529
Dakota Territory .....	38,163	1,285	1,478	16	3,447	144,073	5,341
District of Columbia .....	33,546	2,708	428	87	6,690	127,737	10,677
Idaho Territory .....	9,456	647	135	4	787	40,211	2,314
Indian Territory .....	6,421	369	55	.....	441	24,874	1,099
Montana Territory .....	13,112	1,518	658	23	798	52,196	6,224
New Mexico Territory .....	9,579	1,018	241	14	931	39,980	3,768
Utah Territory .....	10,121	738	547	34	951	41,711	3,579
Washington Territory .....	14,041	697	484	14	1,363	56,448	3,270
Wyoming Territory .....	5,940	1,183	186	28	652	24,985	4,422
Total .....	2,050,654	248,821	113,204	6,970	429,998	8,068,338	1,005,865

RECAPIT

Total domestic letters .....	.....
Total domestic parcels .....	.....
Total foreign letters .....	.....
Total foreign parcels .....	.....
Free .....	.....
Grand total .....	.....
Fees received .....	.....

mails from each State and Territory in the United States, &c.—Continued.

Total.			Grand total of let- ters and parcels registered for year ended June 30, 1884.	Fees received.	Letters and parcels.	Increase.		
Foreign.		Free.				Per cent.		
Letters.	Parcels.					Fees.	Letters and parcels.	Fees.
768	42	23, 356	151, 910	\$12, 855 40	7, 651	\$265 60	5.3	2.1
549	33	20, 963	150, 624	12, 966 10	10, 339	604 80	7.3	4.8
25, 024	1, 460	27, 368	264, 670	23, 730 20	26, 275	1, 791 90	11.0	8.1
7, 111	797	11, 752	152, 450	14, 069 80	*6, 883	*995 90	.....	.....
8, 560	570	218, 175	366, 880	14, 870 50	54, 919	767 30	17.0	5.4
513	11	1, 999	17, 011	1, 501 20	114	*47 50	.....	.....
1, 159	82	8, 332	118, 788	11, 045 60	23, 868	2, 213 10	25.1	25.5
1, 300	1	22, 421	167, 505	14, 508 40	6, 828	139 60	4.2	9.0
38, 002	1, 148	94, 731	655, 055	56, 032 40	45, 602	1, 958 50	7.4	3.6
2, 894	61	45, 516	320, 751	27, 523 50	16, 170	437 90	5.3	1.2
7, 128	142	68, 935	381, 953	31, 301 80	11, 177	*843 70	8.0	.....
3, 676	89	46, 286	301, 421	25, 513 50	23, 804	848 90	8.5	3.4
1, 299	44	24, 903	220, 778	19, 587 50	12, 339	601 20	4.1	3.1
4, 977	252	15, 939	177, 530	16, 159 10	*1, 053	*501 00	.....	.....
7, 298	130	15, 542	171, 700	15, 615 80	15, 937	970 80	10.2	6.6
4, 157	316	9, 920	119, 884	10, 996 40	8, 035	523 40	7.1	4.9
39, 912	1, 729	22, 116	363, 786	34, 167 00	9, 774	162 80	2.7	0.4
26, 086	396	54, 256	385, 149	33, 089 30	18, 450	*303 00	3.6	.....
13, 352	142	28, 958	246, 564	21, 760 60	10, 735	237 40	4.5	1.1
517	50	21, 317	139, 370	11, 805 30	*1, 091	*504 80	.....	.....
8, 305	492	49, 701	495, 438	44, 573 70	44, 247	2, 897 20	9.8	6.9
4, 771	175	24, 466	183, 694	15, 922 80	30, 188	2, 093 10	19.6	15.1
1, 636	188	3, 902	33, 113	2, 921 10	*1, 507	*218 00	.....	.....
4, 291	40	9, 416	80, 862	7, 144 60	3, 365	*6 80	4.3	.....
11, 805	268	13, 803	162, 540	14, 873 70	5, 116	63 90	3.2	0.4
129, 962	13, 219	366, 456	1, 598, 563	123, 210 50	93, 079	3, 355 00	6.1	2.7
341	15	28, 322	196, 279	16, 795 70	19, 820	1, 391 80	11.2	9.0
15, 702	679	70, 555	567, 852	49, 729 70	1, 878	*1, 823 70	.....	.....
3, 699	105	12, 160	94, 376	8, 221 60	20, 023	1, 550 10	26.0	23.3
39, 733	2, 744	66, 634	766, 956	70, 032 20	3, 799	*1, 665 30	.....	.....
4, 536	96	3, 347	47, 408	4, 406 10	2, 848	173 40	6.3	4.1
899	7	12, 776	116, 679	10, 390 30	5, 274	333 80	4.7	3.3
736	9	22, 790	197, 005	17, 421 50	11, 087	707 90	5.9	4.2
10, 661	2, 279	51, 528	345, 084	29, 355 60	21, 234	1, 232 70	6.5	4.3
3, 755	26	9, 410	82, 260	7, 285 00	4, 748	76 60	6.1	1.6
1, 239	125	19, 896	237, 266	21, 737 00	22, 298	1, 863 40	13.7	9.3
586	26	11, 719	116, 304	10, 458 50	11, 040	802 00	14.8	8.3
11, 727	483	41, 827	321, 569	27, 974 20	14, 938	276 20	4.8	0.9
8	.....	16	488	47 20	279	27 00	133.0	133.0
999	40	1, 700	46, 194	4, 449 40	2, 142	189 60	4.8	4.4
6, 245	95	13, 170	168, 924	15, 575 40	37, 296	3, 100 40	28.3	25.1
1, 705	249	36, 595	176, 963	14, 036 80	*19, 384	3, 496 40	.....	33.1
554	11	2, 813	45, 903	4, 309 00	3, 639	262 20	8.6	6.4
239	5	1, 608	27, 825	2, 621 70	2, 793	238 70	11.1	10.0
2, 499	101	3, 990	65, 010	6, 102 00	1, 690	33 50	2.66	.....
907	98	3, 538	48, 291	4, 475 30	*3, 237	*450 70	.....	.....
2, 258	189	3, 787	51, 524	4, 773 70	*1, 074	*189 90	.....	.....
2, 138	93	5, 153	66, 102	6, 094 90	20, 606	1, 876 40	45.2	42.3
684	116	2, 087	32, 294	3, 020 70	5, 614	495 40	21.1	19.6
466, 902	29, 488	1, 675, 952	11, 246, 545	957, 059 30	651, 829	30, 509 60	6.2	3.3

\* Decrease.

ULATION.

.....	8, 068, 338 }	9, 074, 203
.....	1, 005, 865 }	
.....	466, 902 }	496, 390
.....	29, 488 }	1, 675, 952
.....		
.....	11, 246, 545	
.....	\$957, 059 30	

A. D. HAZEN,  
Third Assistant Postmaster-General.



No. 16.—Statement showing the operations of the registry system at the cities of New York, N. Y., Philadelphia, Pa., Chicago, Ill., Saint Louis, Mo., and Washington, D. C., during the fiscal year ended June 30, 1884.

Description.	New York.	Philadelphia.	Chicago.	Saint Louis.	Washington.	Total.
.....	371, 237	101, 551	123, 400	51, 845	211, 574	859, 807
.....	1, 072, 520	262, 540	508, 697	250, 787	451, 038	2, 551, 480
.....	800, 959	18, 952	15, 183	750	5, 074	925, 917
.....	283, 472	42, 711	62, 558	82, 424	10, 913	432, 178
.....	.....	12, 090	23, 552	8, 773	14, 308	59, 718
.....	1, 060, 386	209, 080	454, 447	217, 212	409, 335	2, 359, 440
.....	700, 271	165, 117	926, 780	754, 748	224, 232	2, 801, 148
.....	813, 052	106, 904	147, 369	73, 156	120, 458	1, 260, 539
.....	28, 061	10, 708	28, 171	23, 413	11, 455	101, 808
.....	26, 236	112	3, 799	373	1, 653	31, 492
.....	32, 863	10, 814	26, 313	23, 193	11, 477	104, 660
.....	.....	.....	.....	.....	3, 922	3, 922
.....	.....	.....	.....	.....	3, 729	3, 729
.....	.....	.....	.....	.....	.....	8, 994
.....	.....	.....	.....	.....	.....	284, 938
Total number of registered letters, parcels packages, and pouches handled.....	5, 581, 621	947, 308	2, 820, 269	1, 503, 092	1, 478, 455	11, 330, 745
Value of gold coin received in registered mail . . . . .	\$850, 000	.....	.....	.....	.....	\$850, 000

A. D. HAZEN,  
Third Assistant Postmaster-General.





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**REPORT**  
**OF**  
**THE SUPERINTENDENT**  
**OF THE**  
**POSTAL MONEY-ORDER SYSTEM**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1884.**



# REPORT.

## OF THE

# SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM.

POST-OFFICE DEPARTMENT,  
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,  
*Washington, D. C., November 29, 1884.*

SIR: I have the honor to submit the following report of the transactions of the postal money-order system for the fiscal year, which closed on the 30th of June last. The data it contains are of special interest, inasmuch as during the last ten months of that period the postal-note business, an entirely new and untried feature of the postal system of this country, was in operation at all money-order offices concurrently with the money-order business.

### NUMBER OF MONEY-ORDER OFFICES.

Since the date of my last report the largest annual increase has been made to the number of money-order offices that has occurred since the system began.

On June 30, 1883, there were in operation 5,927 money-order offices. During the last fiscal year there were added 391, and discontinued 8. On June 30, 1884, there were 6,310 money-order offices, and since the last mentioned date the system has been extended to 760 and discontinued at 4; making the total number of post-offices at which money-order business is now transacted 7,066.

### ISSUES AND PAYMENTS OF DOMESTIC MONEY-ORDERS.

The number of domestic money-orders issued during the year was	
7,835,694, amounting to .....	\$122,121,261 98
And the number of such orders paid during the same	
period was 7,781,716, aggregating in value .....	\$121,101,697 03
In addition to which there were repaid to the re-	
mitters 60,659 money-orders, of the value of.....	869,385 77
Making the total amount of payments and repayments.....	121,971,082 80
And the excess of issues over payments.....	150,179 18
The gross amount of the fees received by postmasters from the public	
for the issue of domestic money-orders was .....	950,065 79

As compared with the previous fiscal year there was an increase in the amount of orders issued of \$4,791,855.67, or 4.08 per cent.; an increase in the amount of orders paid of \$4,626,802.02, or 3.94 per cent.;

a decrease in the amount of fees received of \$151,756.01, or 13.77 per cent.; a decrease in the number of orders issued of 971,862, or 11.03 per cent.

#### ISSUES AND PAYMENTS OF POSTAL NOTES.

The number of postal notes issued during the year was 3,689,237, aggregating.....	\$7,411,992 48
And the number of notes paid during the same time was 3,350,314, of the value of.....	\$7,155,379 52
In addition to which there were repaid at the issuing offices postal notes to the number of 48,102, and amounting to .....	98,746 42
Making the total amount of payments and repayments.....	7,254,125 94
And the excess of issues over payments .....	157,866 54
The gross amount of fees received from the public was.....	110,282 88

The average amount of the money-orders issued was \$15.58, or \$2.26 more than during the preceding fiscal year, and the average fee was 12.12 cents, or thirty-nine one hundredths of a cent less than the average fee of the preceding year.

The average amount of the postal notes issued was \$2.01.

Of the total number of transactions, the money-orders comprised 68 per cent. and the postal notes 32 per cent.

The decrease in the number of domestic money-orders issued and the increase in the amount thereof are attributable to the introduction of postal notes and to the increase of the limit of a single money-order from \$50 to \$100.

During the year the Paymaster-General of the Army purchased money-orders to the amount of \$15,241.92, for the payment of the claims of colored soldiers for services rendered in the late war. These orders were not transmitted directly from the War Department to the respective payees, but were forwarded through this office, with certain blank forms and instructions to be observed by the postmasters drawn upon in order to insure correct payment of the claims.

#### DUPLICATE MONEY-ORDERS.

Annexed hereto is a statement, marked B, of the number of duplicate orders issued by this office during the fiscal year ended June 30, 1884, and of the causes which rendered the issue of such duplicates necessary.

Duplicate money-orders are issued, without expense to the owners of the originals, whenever the original order has been lost or destroyed before payment, or when the original has not been paid within the limit of one year fixed by law, after which the original becomes invalid and not payable, and when the original bears more than one indorsement, which by law likewise renders it void. Duplicates are also issued in favor of the remitters of the original orders when payment of the latter has been prohibited by the Postmaster-General to fraudulent lotteries or similar schemes for obtaining money through the mails by means of false representations.

One thousand one hundred and seventy-five duplicates were issued in lieu of invalid postal notes.

#### DRAFTS AND TRANSFERS.

If, upon presentation of money-orders to him, a postmaster finds that he has not sufficient money-order funds for the payment thereof, he is permitted to make a transfer for that purpose from the postal funds

in his hands. The total amount of such transfers made during the last fiscal year was \$904,238.80, while the sum of \$287,787.62 was retransferred to the postal fund. The balance due the latter, to wit, \$616,451.18, was repaid by a deposit made in the Treasury to the credit of the Treasurer of the United States for the service of the Post-Office Department on November 28, 1884.

When the course of business is such that the payments of money-orders habitually exceed the issues thereof, postmasters east of the Rocky Mountains are furnished with a letter of credit on the postmaster at New York City and blank drafts with which to draw against the same. Postmasters on the Pacific Slope are supplied with funds by the San Francisco, Cal., and Portland, Oreg., post-offices. The total amount of the drafts drawn against standing credits with the postmaster at New York during the last fiscal year was \$13,014,879.42, while to Western offices the postmaster at San Francisco remitted the sum of \$229,916, and the postmaster at Portland the sum of \$51,135.00.

#### REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

All surplus money-order funds, that is to say, funds which are not at once required at the receiving offices for the payment of money-orders, must be daily remitted to some other post-office designated as a depository for such funds, there to be used, if necessary, in the transaction of money-order business, and if not required, to be again transmitted to some other depository, until eventually the actual surplus reaches the postmaster at New York. The total amount of such remittances made during the fiscal year ended June 30, 1884, was \$110,284,059.40.

#### LOST REMITTANCES.

Table C, hereto annexed, is a detailed statement of the cases of alleged lost remittances of money-order funds which were reported to the Department and were under investigation during the year. The total number of such cases was 105, amounting to \$10,082.78. Of this number, 11 cases, aggregating \$1,030, occurred during the previous fiscal year, and of these latter, 6 cases, amounting to \$676, were incomplete at the end of that year, and the remaining 5 cases, of the value of \$354, were not brought to the notice of this office until after June 30, 1883.

The amount involved in 10 remittances, to wit, \$1,929.62, was recovered during the year, and 93 cases, amounting to \$8,149.16, were referred by this office to the Assistant Attorney-General for the Post-Office Department, the officer charged with the adjudication of certain claims of postmasters under the act of March 17, 1882, entitled "An act authorizing the Postmaster-General to adjust certain claims of postmasters for loss by burglary, fire, or other unavoidable casualty."

Two cases, amounting to \$4, had not yet been referred at the close of the year.

#### ERRONEOUS PAYMENTS OF MONEY-ORDERS.

During the year there were presented claims for reimbursement on account of the alleged improper payment of money-orders to the number of 52. The ratio of such payments to the total number of orders paid is as 1 to 149,648.

Altogether there were under investigation 110 cases, aggregating \$2,669.33, in which number are 23 cases, amounting to \$482.64, which were unsettled at the close of last year, and 35 others which occurred during that year, but were not brought to the attention of the Department until after the close of the fiscal year.

The amount of \$699.99, involved in 25 cases, was recovered by post-office inspectors and paid to the rightful payees of the orders; the

payees themselves were held responsible for erroneous payment in 2 cases, amounting to \$8; in 5 cases the money (\$44.50), was found to have been correctly paid; the paying postmasters were held at fault in 27 cases, of the value of \$561.02; the Post-Office Department assumed the loss of \$154 in 7 cases; and 44 cases, amounting together to \$1,201.82, remained unsettled on June 30, 1884. (See tabular statement D, hereunto annexed.)

REVENUES AND EXPENSES.

In the report of the Auditor for this Department the receipts and expenses of the domestic money-order system for the fiscal year ended June 30, 1884, are stated as follows:

RECEIPTS.

Amount received for fees on orders issued.....	\$950, 065 79
Amount of gain .....	380 55
Amount of premiums, &c.....	33 05
	<hr/>
	950, 479 39

EXPENDITURES.

Amount allowed postmasters for commissions .....	\$337, 985 16
Amount allowed postmasters for clerk-hire .....	247, 618 07
Incidental expenses.....	100, 386 06
Lost remittances, burglaries, &c .....	11, 037 68
Bad debts .....	5, 576 83
	<hr/>
	702, 603 80

Excess of receipts over expenditures, being gross revenue ..... 247, 875 59

It is proper to explain, with reference to the above items of "commissions" and "clerk-hire," that, under the act of March 3, 1883, the rates of compensation allowed by law for the transaction of the money-order business are uniform for all post-offices; but at offices of the first class this compensation is allowed in the form of money-order clerk-hire, while at all other offices it is allowed in the form of commissions.

The cost of books, blanks, printing, and stationery required by postmasters and the Department during the fiscal year in the transaction of domestic money-order business (included in the above item of "incidental expenses"), was \$64,778.61, of which sum a part, namely, \$20,396.04, was on account of work ordered during the previous fiscal year. The gross amount paid for books, blanks, &c., on both domestic and international account was \$71,744.24. Of this amount \$21,846.26 were paid for requisitions of the preceding year.

Herewith is submitted a table (A) exhibiting the operations of the domestic money-order system for each year since its establishment.

The following is the Auditor's report of the receipts and expenses of the postal-note business:

RECEIPTS.

Amount received for fees on notes issued.....	\$110, 282 88
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EXPENDITURES.

Amount allowed postmasters:	
For commissions .....	\$40, 278 77
For clerk-hire.....	4, 271 34
Incidental expenses .....	31, 839 38
	<hr/>
	76, 389 49

Excess of receipts over expenditures, being gross revenue ..... 33, 893 39

EXTENSION OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

Since the date of my last report international money-order communication has been opened with four additional countries, to wit: the

Hawaiian Kingdom (Sandwich Islands), Queensland, the Cape Colony (Cape of Good Hope), and the Windward Islands. Copies of the respective conventions with these countries are hereto annexed.

International money-order business is now transacted with the following eighteen foreign countries: Canada, Great Britain and Ireland, Germany, Switzerland, Italy, France, Jamaica, New Zealand, New South Wales, Victoria, Belgium, Portugal, Tasmania, British India, Hawaiian Kingdom, Queensland, Cape Colony, and Windward Islands. The exchange with the Hawaiian Kingdom commenced on January 1, 1884, with Queensland and the Cape Colony on July 1, 1884, and with the Windward Islands on October 1, 1884.

Negotiations are now pending with Japan, Sweden and Norway, and the Leeward Islands.

At the close of the fiscal year 1,516 money-order offices were authorized to issue and pay international money-orders, and 43 new international offices have since been established.

STATISTICS OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

Complete data of the transactions with each foreign country during the year, with the gains and percentages of gains over the previous year, are given in the subjoined tabular statement:

	Number of orders issued	Amount of orders issued.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.
Canadian.....	49,077	\$961,600 27	\$6,142 49	76,758	\$1,181,402 53
British.....	216,304	3,024,700 41	8,449 02	35,512	579,730 66
German.....	160,569	2,492,307 62	13,346 02	45,403	1,351,652 79
Swiss.....	15,306	295,226 64	2,200 64	4,849	140,941 11
Italian.....	27,181	736,466 35	1,435 01	1,045	28,511 60
French.....	8,813	135,825 65	1,551 57	3,605	70,871 86
Jamaica.....	139	2,770 10	23 80	1,404	37,195 65
New Zealand.....	214	5,327 45	15	1,759	22,560 13
New South Wales.....	153	3,489 09	39 61	693	14,218 78
Victoria.....	208	4,999 89	131 18	607	13,301 47
Belgian.....	914	16,134 12	173 88	1,140	23,945 91
Portuguese.....	251	7,597 03	.....	49	1,105 90
Tasmania.....	8	116 78	.....	75	998 56
India.....	81	1,244 35	29 67	503	7,049 15
Hawaiian.....	51	970 78	1 00	2,046	64,053 23
Totals.....	479,269	7,688,776 53	33,524 04	175,450	3,537,539 33

	Amount of fees received.	Amount of gain in orders issued over 1882-'83.	Percent- age of gain in issues over 1882-'83.	Amount of gain in orders paid over 1882-'83.	Percent- age of gain in payments over 1882-'83.	Amount of gain in fees received over 1882-'83.	Percent- age of gain in fees over 1882-'83.
Canadian.....	\$16,737 20	*\$54,998 35	*5.41	\$166,514 74	16.41	*\$604 50	*3.49
British.....	87,743 70	*169,426 23	*5.30	96,587 72	19.99	*3,461 80	*2.79
German.....	45,525 45	41,338 19	1.69	109,173 95	8.79	1,276 35	2.88
Swiss.....	5,074 90	22,713 81	8.33	16,561 04	13.31	443 70	9.58
Italian.....	11,758 55	96,431 00	15.07	8,531 71	42.70	1,568 30	15.39
French.....	2,500 15	14,020 85	11.51	*424 23	*00.59	1,278 75	57.56
Jamaica.....	49 65	141 48	5.38	18,990 68	104.32	3 15	6.77
New Zealand.....	89 95	490 04	10.13	2,874 91	14.60	7 75	9.43
New South Wales.....	60 95	684 62	24.41	2,533 34	21.68	10 65	21.17
Victoria.....	85 80	2,324 54	86.89	2,717 84	25.67	38 70	82.17
Belgian.....	284 65	Exchange did not go into operation until January 1, 1883.					
Portuguese.....	121 05	Exchange did not go into operation until July 1, 1883.					
Tasmania.....	2 10	Exchange did not go into operation until January 1, 1883.					
India.....	50 85	361 52	40.95	2,835 28	67.28	15 30	43.04
Hawaiian.....	17 40	Exchange did not go into operation until January 1, 1884.					
Totals.....	170,102 35	.....	.....	.....	.....	.....	.....

\*Decrease.



REVENUE FROM INTERNATIONAL MONEY-ORDER BUSINESS.

Below are given the revenues derived from the various international systems during the fiscal years ended June 30, 1883, and June 30, 1884, respectively, as reported by the Auditor for this Department:

	1882-'83.	1883-'84.
From the Canadian business .....	\$8,361 91	\$10,380 71
From the British business (including India) .....	59,717 69	42,195 75
From the German business .....	33,207 49	15,249 46
From the Swiss business .....	6,846 09	5,031 02
From the Italian business .....	18,164 76	20,949 61
From the French business .....	1,777 74	2,097 83
From the Jamaica business .....	91 21	194 08
From the New Zealand business .....	167 61	53 97
From the New South Wales business .....	112 75	61 42
From the Victoria business .....	94 66	70 61
From the Belgian business .....	123 73	263 52
From the Portuguese business .....		106 38
From the Tasmania business .....		4 02
From the Hawaiian business .....		262 20
	128,665 64	96,900 58
Loss on Tasmania business, 1882-'83 .....	11 39	
	128,654 25	
Total for two years .....		225,554 83

GENERAL FINANCIAL RESULTS.

The total number of money-orders (domestic and international) issued during the fiscal year ended June 30 last was 8,314,963, amounting in the aggregate to \$129,810,038.51, and the total number paid was 7,957,166, amounting, with the repayments added, to \$125,542,146.17. The gross amount of fees received was \$1,120,168.14.

The sum of \$507,323.81, the same being the gross revenue, as reported by the Auditor, from domestic and international money-order business and from postal-note business, was, in accordance with the terms of section 4050 of the Revised Statutes, deposited in the Treasury to the credit of the Treasurer of the United States for the service of the Post-Office Department on the 29th day of November, 1884.

In order to make a fair showing of the net profit of the money-order business, it has been the practice of this office to deduct from the amount of gross revenue reported all such sums as were paid on account of money-order business from appropriations. Last year these items were as follows:

Salaries to 43 employés in the Superintendent's office .....	\$57,96 00
Salaries to 153 employés in the money-order division of the Auditor's office .....	151,560 00
Stationery furnished for use in the Superintendent's office .....	504 19
Books, blanks, printing, and stationery furnished for use in the money-order division of the Auditor's office .....	8,557 69
Salaries of employés in the money-order building under the supervision of the Superintendent of the Post-Office Department .....	9,160 00
Rent of the money-order building .....	8,000 00
Estimated cost of furniture for and miscellaneous expenses of same .....	5,000 00
Total .....	240,741 88

After subtracting this sum from the gross revenue there remains a net profit of \$232,688.54, in addition to the revenue of \$33,893.39 from postal notes.

## RECOMMENDATIONS.

In my report of last year I recommended that all the earnings of the money-order system be deposited in the Treasury in the same manner as other postal proceeds, and that all its expenses be paid from appropriations to be combined with those for the General Post-Office Department. I respectfully urge the passage of legislation authorizing this change, which would obliterate the distinction now existing between money-order clerks and other clerks in post-offices, and would enable a postmaster to assign his clerks to any duty in his office at his judgment and discretion. This cannot now be done under construction given to existing law, because these two classes of employés are paid from entirely separate funds.

Postal notes payable to bearer are believed to be very acceptable to many patrons of the system, because the holders thereof do not require to be identified at the office of payment. It would appear to be desirable, however, that in cases where the purchaser specially requests it, postal notes be issued payable to a designated individual or his indorsee, like money-orders, and that in such cases a record of the name of the remitter and that of the payee be kept, which record would, in case of loss, serve to establish a claim to ownership of the original note, and enable the Post-Office Department to issue a duplicate thereof. It is suggested that at the request of the remitter an advice, containing the necessary information, be drawn upon a "penalty card," and sent to the paying postmaster in the open mail without envelope, like return registry receipts. In all other cases postal notes would be payable to bearer.

The table, E, appended to this report, contains the data taken from the special returns of ten of the larger money-order offices, five Northern and five Southern, during the week ended October 25, 1884. It shows that 359 out of every 1,000 money-orders paid by those offices during that week did not exceed \$5 in amount. If this ratio is maintained throughout the United States, and there is no reason to assume that it will vary to any considerable extent, a reduction of the fee for such order from 8 cents to 5 cents would be warranted by the revenue which accrued from the system. I have the honor to recommend that the reduction in question be made. Upon the basis of the ratio given above, the loss from such a reduction, if it had been in force last year, would have been \$84,390.42.

The building now occupied for the Money-Order Service in Washington is totally inadequate to the needs of the rapidly growing business. Its rooms are uncomfortably crowded with employés and the necessary furniture for their use, and files and records of great value cannot be properly stored. These disadvantages retard the work of the system. I urgently recommend that, at the coming session, Congress make appropriation for additional quarters for this office and for the money-order division of the Auditor's office.

I am, sir, very respectfully, your obedient servant,

C. F. MACDONALD,  
*Superintendent of Money-Order System.*

Hon. FRANK HATTON,  
*Postmaster-General.*

TABLES EXHIBITING THE OPERATIONS OF THE MONEY-ORDER SYSTEM.

A.—Tabular statement showing operations of the domestic money-order system during each year since its establishment, November 1, 1864, up to June 30, 1884.

Fiscal year ended—	Number of money-order offices in operation.	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees received.	Amount of expenses.	Amount of deficit.	Amount of surplus.
June 30, 1865	419	\$1,360,122 52	\$1 313,577 08	\$11,536 40	\$18,584 37	\$7,047 97	.....
June 30, 1866	766	3,977,259 28	3,903,890 22	35,803 06	28,664 27	.....	\$7,138 79
June 30, 1867	1,224	9,229,327 72	9,071,240 73	70,889 57	44,628 96	.....	26,260 61
June 30, 1868	1,468	16,197,858 47	16,118,537 03	124,503 19	70,345 04	.....	54,158 15
June 30, 1869	1,685	24,848,058 93	24,654,123 46	176,247 87	110,694 00	.....	65,553 87
June 30, 1870	2,076	34,054,184 71	33,927,924 79	235,557 05	145,382 42	.....	90,174 63
June 30, 1871	2,452	42,164,118 03	42,027,336 31	295,563 38	194,381 60	.....	101,181 78
June 30, 1872	2,775	48,515,532 72	48,419,644 97	350,499 40	244,521 63	.....	105,977 77
June 30, 1873	3,069	57,516,216 69	57,295,012 27	354,816 66	286,232 66	.....	68,584 00
June 30, 1874	3,404	74,424,854 71	74,210,156 25	462,238 54	357,040 42	.....	105,198 12
June 30, 1875	3,401	77,431,251 58	77,361,690 75	494,717 27	374,575 18	.....	120,142 09
June 30, 1876	3,697	77,035,972 78	77,106,338 85	647,021 52	456,250 68	.....	190,770 84
June 30, 1877	3,680	72,820,509 70	72,908,475 25	624,409 66	524,478 47	.....	99,931 19
June 30, 1878	4,143	81,442,364 87	81,279,910 80	716,638 98	513,686 61	.....	202,952 37
June 30, 1879	4,512	88,254,641 02	88,006,200 20	799,347 09	575,386 32	.....	223,960 77
June 30, 1880	4,829	100,352,818 83	100,165,982 78	917,091 58	659,516 50	.....	257,575 08
June 30, 1881	5,163	105,075,769 35	104,924,853 61	967,772 93	715,458 29	.....	252,314 64
June 30, 1882	5,491	113,400,118 21	113,388,301 90	1,054,538 62	774,197 45	.....	280,341 17
June 30, 1883	5,927	117,329,406 31	117,344,281 78	1,102,838 42	791,133 75	.....	311,704 67
June 30, 1884	6,310	122,121,261 98	121,971,083 80	950,479 39	702,603 80	.....	247,875 59
Total...	.....	1,267,551,648 41	1,265,898,562 83	.....	.....	.....	.....

B.—Statement of duplicate money-orders issued by the Department during the fiscal year ended June 30, 1884.

		Remarks.
I.—In lieu of money-orders lost in transit .....	17,196	Being 4,217 less than during the preceding year.
II.—In lieu of money-orders payment of which had been prohibited in pursuance of section 4041 of the Revised Statutes of the United States.	1,122	Being 260 more than during the preceding year.
III.—In lieu of money-orders lost by the payees, remitters, or indorsees.	645	Being 131 less than during the preceding year.
IV.—In lieu of money-orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees.	505	Being 71 more than during the preceding year.
V.—In lieu of money-orders invalidated by reason of having received more than one indorsement, in violation of section 4037 of the Revised Statutes of the United States.	67	Being 14 more than during the preceding year.
VI.—In lieu of money-orders invalidated by reason of not being presented for payment within one year after the date of their issue.	582	Being 88 less than during the preceding year.
Total .....	20,117	

C.—Statement of money-order funds lost in transmission through the mails or otherwise during the fiscal year ended June 30, 1884.

Summary.	Number of cases.		Amount.	Total amount.
Whole number of cases of lost remittances reported .....	105			\$10,082 78
a) Cases which occurred prior to June 30, 1883 .....	11		\$1,030 00	
b) Cases which occurred after June 30, 1883 .....	94		9,052 78	
I. Recovered during the year .....	10			1,929 62
a) Cases which occurred prior to June 30, 1883 .....	4		613 00	
b) Cases which occurred after June 30, 1883 .....	6		1,316 62	
II. Referred to Assistant Attorney-General, Post-Office Department.	93			8,149 16
a) Cases which occurred prior to June 30, 1883 .....	7		417 00	
b) Cases which occurred after June 30, 1883 .....	86		7,732 16	
III. Incomplete, and not referred to Assistant Attorney-General.	2			4 00
b) Cases which occurred after June 30, 1883 .....	2		4 00	
Total .....	105			10,082 78

I.—RECOVERED DURING THE YEAR.

a) Cases which occurred prior to June 30, 1883.

Office of mailing.	State.	Date of mailing.	Collected from—	Amount.	Total amount.
Quasqueton .....	Iowa .....	Feb. 7, 1883	Thief .....	\$3 00	
Tazewell .....	Tennessee .....	May 5, 1883	do .....	29 00	
Do .....	do .....	May 8, 1883	do .....	241 00	
Bayou Sara .....	Louisiana .....	May 14, 1883	Postmaster, New Orleans, La.	340 00	
4 cases .....					\$613 00

b) Cases which occurred after June 30, 1883.

Dallas .....	Arkansas .....	July 10, 1883	Postmaster, Waldron, Ark.	\$138 00	
Big Springs .....	Texas .....	Oct. 16, 1883	Late postmaster .....	554 62	
Mounds .....	Georgia .....	Nov. 15, 1883	Postmaster, Sedalia, Mo.	44 00	
Bishop Creek .....	California .....	Jan. —, 1884	Father of thief .....	60 00	
Do .....	do .....	Dec. 7, 1883	do .....	420 00	
South Natick .....	Massachusetts .....	June 10, 1884	Friends of thief .....	100 00	
6 cases .....					\$1,316 62
Total, 10 cases .....					1,929 62

II.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT FOR HIS CONSIDERATION UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1882.

a) Cases which occurred prior to June 30, 1883.

Office of mailing.	State.	Date of mailing.	Amount.
Floresville .....	Tex .....	Sept. 23, 1882	\$13 00
Cambridge .....	Vt .....	June 2, 1882	150 00
Sutter Creek † .....	Cal .....	June 21, 1883	87 00
Mokelumne Hill † .....	Cal .....	June 23, 1883	60 00
Rio Grande City † .....	Tex .....	June 19, 1883	200 00
Maynard † .....	Iowa .....	Apr. 18, 1883	2 00
Kahoka † .....	Mo .....	June 10, 1883	5 00
7 cases .....			417 00

† NOTE.—These five cases, involving an amount of \$354, and which occurred prior to June 30, 1883, were not brought to the attention of the Department until after the close of the fiscal year ended that day.  
† Part of remittance of \$380.

## C.—Statement of money-order funds lost in transmission, &amp;c.—Continued.

## II.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT FOR HIS CONSIDERATION UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1882—Continued.

b) Cases which occurred after June 30, 1883.

Office of mailing.	State.	Date of mailing.	Amount.
Morton.....	Ill.....	July 6, 1883	\$90 00
Opelousas.....	La.....	.....	21 00
Clinton.....	N. C.....	July 17, 1883	20 00
Windsor.....	N. C.....	Aug. 7, 1883	196 00
Winton.....	N. C.....	July 23, 1883	50 00
Kokomo.....	Colo.....	Aug. 10, 1883	46 00
Red Cliff.....	Colo.....	Aug. 10, 1883	240 00
Do.....	Colo.....	Aug. 10, 1883	329 00
Coushatta.....	La.....	Aug. 3, 1883	226 00
Waynesville.....	Ga.....	Aug. 28, 1883	149 00
Robinson.....	Colo.....	Aug. 10, 1883	172 00
Jacksborough.....	Tex.....	Sept. 6, 1883	350 00
Floresville.....	Tex.....	.....	15 00
Jacksborough.....	Tex.....	Sept. 22, 1883	120 00
Franklin.....	La.....	July 4, 1883	40 00
Cheney.....	Kans.....	Sept. 18, 1883	46 00
Coushatta.....	La.....	Sept. 23, 1883	77 00
Magnolia.....	Iowa.....	July 26, 1883	27 00
Franklin.....	La.....	Oct. 23, 1883	27 00
Natchitoches.....	La.....	Oct. 21, 1883	120 00
Do.....	La.....	Oct. 29, 1883	152 00
Indianola.....	Tex.....	Oct. 16, 1883	10 00
Dresden.....	Tenn.....	Nov. 5, 1883	10 00
Melbourne.....	Ark.....	Oct. 23, 1883	207 00
Dublin.....	Ga.....	Nov. 15, 1883	5 00
Rayville.....	La.....	Dec. 1, 1883	10 00
Oxford.....	Miss.....	Nov. 15, 1883	130 00
Clayton.....	Ala.....	Nov. 6, 1883	10 00
Aberdeen.....	Miss.....	Nov. 15, 1883	100 00
Kenton.....	Tenn.....	Nov. 16, 1883	183 00
Natchitoches.....	La.....	Dec. 14, 1883	4 00
Savannah.....	Tenn.....	Nov. —, 1883	617 00
Tupelo.....	Miss.....	Nov. 16, 1883	60 00
Cassville.....	Mo.....	Dec. 10, 1883	72 00
Chicago.....	Ohio.....	Dec. 18, 1883	10 00
Beaver.....	Utah.....	Nov. 21, 1883	579 00
Saint Martinsville.....	La.....	Jan. 8, 1884	20 00
Macedonia.....	Iowa.....	Jan. 9, 1884	150 56
Saint Charles.....	Mich.....	Dec. 29, 1883	5 00
Cambria.....	Cal.....	Jan. 4, 1884	70 00
Cadiz.....	Ky.....	Dec. 13, 1883	44 80
Clinton.....	La.....	Jan. 12, 1884	100 00
Osceola.....	Ark.....	Jan. 22, 1884	145 00
Waterproof.....	La.....	Jan. 23, 1884	10 00
Boonville.....	Mo.....	Nov. 16, 1883	88 00
Rienzi.....	Miss.....	Nov. 16, 1883	187 00
Humboldt.....	Tenn.....	Nov. 16, 1883	100 00
Montagne.....	Tex.....	Oct. 26, 1883	25 00
West Las Vegas.....	Colo.....	Jan. 17, 1884	170 00
Opolis.....	Kans.....	Dec. 10, 1883	48 00
Lake Providence.....	La.....	Feb. 1, 1884	5 00
Burlingame.....	Kans.....	Feb. 5, 1884	40 00
Lompoc.....	Cal.....	Dec. 7, 1883	200 00
Guntown.....	Miss.....	Nov. 16, 1883	15 00
Woodville.....	Miss.....	Feb. 14, 1884	10 00
Bavaria.....	Kans.....	.....	10 00
Mount Victory.....	Ohio.....	Feb. 25, 1884	3 00
Manchester.....	Md.....	Feb. 22, 1884	15 00
Baldwyn.....	Miss.....	Feb. 1, 1884	150 00
Farmington.....	Wash.....	Jan. 11, 1884	145 00
Cedarville.....	Ohio.....	Mar. 14, 1884	1 00
Oak Ridge.....	La.....	Mar. 15, 1884	2 00
Saint Jo.....	Tex.....	Oct. 16, 1883	482 00
Terrebonne.....	La.....	Apr. 4, 1884	1 00
Port Gibson.....	Miss.....	Apr. 7, 1884	5 00
Laurel.....	Ind.....	Mar. 18, 1884	60 00
Waynesville.....	Ga.....	Apr. 18, 1884	91 00
Seneca.....	Mo.....	Apr. 21, 1884	10 00
Crystal Springs.....	Miss.....	Apr. 28, 1884	10 00

<sup>1</sup> Part of remittance of \$925.<sup>2</sup> Part of remittance of \$205.<sup>4</sup> Part of remittance of \$57.<sup>5</sup> Part of remittance of \$551.<sup>6</sup> Part of remittance of \$102.<sup>7</sup> Part of remittance of \$55.<sup>8</sup> Part of remittance of \$124.<sup>9</sup> Part of remittance of \$1,068.<sup>10</sup> Part of remittance of \$486.

## C.—Statement of money-order funds lost in transmission, &amp;c.—Continued.

## II.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT FOR HIS CONSIDERATION UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1882—Continued.

## b) Cases which occurred prior to June 30, 1883.

Office of mailing.	State.	Date of mailing.	Amount.
Saint Joseph.....	Ill.....	Apr. 15, 1884	\$17 00
New Bremen.....	Ohio....	Apr. 23, 1884	88 00
Malden Rock.....	Wis.....	May 7, 1884	40 00
Donaldsonville.....	La.....	May 17, 1884	5 00
Houma.....	La.....	May 19, 1884	1 00
Kosciusko.....	Miss.....	May 22, 1884	1 00
Cleburne.....	Tex.....	May 17, 1884	321 00
Reed's Landing.....	Miss.....	May 21, 1884	10 00
Gifford.....	Ill.....	May 29, 1884	30 00
Pickens Station.....	Miss.....	June 9, 1884	2 00
Hard Times Landing.....	La.....	June 8, 1884	10 00
Farmington.....	N. H.....	June 5, 1884	18 00
Pittsborough.....	N. C.....	June 12, 1884	20 00
Buckingham Court-House.....	Va.....	June 20, 1884	135 00
Charleston.....	Miss.....	Apr. 3, 1884	128 00
Boswell.....	Ind.....	June 17, 1884	5 00
Franklin.....	La.....	Feb. 12, 1884	3 00
86 cases.....			7,732 16
Total 93 cases.....			8,149 16

## III.—INCOMPLETE AND NOT REFERRED TO ASSISTANT ATTORNEY-GENERAL.

## b) Cases which occurred after June 30, 1883.

McComb.....	Miss.....	June 24, 1884	\$3 00
Bonnet Carre.....	La.....	June 7, 1884	1 00
Total 2 cases.....			4 00

## D.—Statement of money-orders improperly paid, on a forged signature or otherwise, during the fiscal year ended June 30, 1884.

Summary.	Number of cases.		Amount.	Total amount.
Whole number of orders improperly paid.....	..	110	.....	\$2,669 33
a) Orders issued prior to June 30, 1883.....	58	.....	\$1,325 83	.....
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	52	.....	1,344 00	.....
I. Recovered.....	..	25	.....	699 99
a) Orders issued prior to June 30, 1883.....	15	.....	328 67	.....
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	10	.....	371 32	.....
II. Charged to the payee.....	..	2	.....	8 00
a) Orders issued prior to June 30, 1883.....	1	.....	3 00	.....
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	1	.....	5 00	.....
III. Paid to the proper payee.....	..	5	.....	44 50
a) Orders issued prior to June 30, 1883.....	4	.....	37 50	.....
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	1	.....	7 00	.....
IV. Charged to paying postmaster.....	..	27	.....	561 02
a) Orders issued prior to June 30, 1883.....	16	.....	307 52	.....
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	11	.....	253 50	.....
V. Charged to Department.....	..	7	.....	154 00
a) Orders issued prior to June 30, 1883.....	6	.....	147 00	.....
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	1	.....	7 00	.....
VI. Unsettled.....	..	44	.....	1,201 82
a) Orders issued prior to June 30, 1883.....	16	.....	501 64	.....
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	28	.....	700 18	.....
Total.....	..	110	.....	2,669 33



D.—Statement of money-orders improperly paid, &c.—Continued.

I.—RECOVERED.

a) Orders issued prior to June 30, 1883.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of pay-ment.	Amount of order.
32415	Tuscaloosa .....	Ala . .	Mar. 26, 1883	Delta .....	La . . .	Mar. 28, 1883	\$10 00
2392	Avilla .....	Mo . . .	Apr. 17, 1883	Saint Louis .....	Mo . . .	Apr. 24, 1883	30 00
37152	Lincoln .....	Ill . . .	Mar. 27, 1883	Saint Joseph .....	Mo . . .	Mar. 30, 1883	10 00
†29920	Bowling Green .	Ky . . .	Nov. 2, 1882	Louisville .....	Ky . . .	Nov. 4, 1882	3 40
†21555	Brainerd .....	Minn .	May 1, 1883	New York .....	N. Y. .	May 7, 1883	3 50
†12435	Philadelphia....	Pa . . .	Dec. 11, 1882	do .....	N. Y. .	Dec. 12, 1882	2 50
†85614	New York .....	N. Y. .	Dec. 12, 1882	Boston .....	Mass .	.....	50 00
†85615	do .....	N. Y. .	Dec. 12, 1882	do .....	Mass .	.....	19 82
†30641	Macon City .....	Mo . . .	May 21, 1883	Slater, Ill.; paid at Jamestown, Mo.	.....	May 22, 1883	20 00
†G. { 21 } 1723	New York .....	N. Y. .	Jan. 11, 1883	{ Station L, New York.	N. Y. .	Feb. 13, 1883	35 29
†G. { 61 } 87829	do .....	N. Y. .	Dec. 9, 1882	{ Station C, New York.	N. Y. .	Dec. 26, 1882	11 76
†L 772	do .....	N. Y. .	Jan. 27, 1882	New York .....	N. Y. .	Jan. 30, 1882	47 70
†L 773	do .....	N. Y. .	Jan. 27, 1882	do .....	N. Y. .	Jan. 30, 1882	45 48
†B. { 13247 } 6180	do .....	N. Y. .	Dec. 14, 1882	do .....	N. Y. .	May 2, 1883	19 54
†G. { 1 } 819	do .....	N. Y. .	Mar. 17, 1882	Saint Cloud .....	Minn .	Oct. 14, 1882	19 68
	15 cases .....	.....	.....	.....	.....	.....	328 67

b) Orders issued after June 30, 1883.

40011	New Castle .....	Pa . . .	Aug. 23, 1883	Steubenville .....	Ohio . .	Aug. 21, 1883	\$2 50
86964	Springfield .....	Mass . .	Oct. 15, 1883	Providence .....	R. I. . .	Oct. 17, 1883	10 00
42236	Cumberland .....	Md . . .	Dec. 17, 1883	New York .....	N. Y. . .	Dec. 24, 1883	21 60
1636	Patoka .....	Ill . . .	Jan. 17, 1884	Bloomington .....	Ill . . .	Jan. 25, 1884	10 00
11744	Albuquerque .....	N. Mex .	Dec. 17, 1883	Denver .....	Colo . .	Jan. 16, 1884	100 00
11763	Stroudsburg .....	Pa . . .	Sept. 11, 1883	New York .....	N. Y. . .	Sept. 27, 1883	60 00
49589	Chicago .....	Ill . . .	Nov. 20, 1883	do .....	N. Y. . .	Nov. 30, 1883	82 60
1706	Patoka .....	Ill . . .	May 6, 1884	Washington .....	Kans . .	Mar. 22, 1884	25 00
B. { 13092 } 5425	Neath .....	Eng . .	Feb. 20, 1884	Uniontown .....	Pa . . .	Mar. 11, 1884	34 82
36814	Northampton ...	Mass . .	June 2, 1884	Jersey City .....	N. J . .	June 4, 1884	24 80
	10 cases .....	.....	.....	.....	.....	.....	371 32
	Total, 25 cases ..	.....	.....	.....	.....	.....	699 99

II.—CHARGED TO THE PAYEE OF ORDER.

a) Orders issued prior to June 30, 1883.

75131	Baltimore .....	Md . . .	July 1, 1882	Brooklyn .....	N. Y. . .	July 3, 1882	\$3 00
	1 case .....	.....	.....	.....	.....	.....	3 00

b) Orders issued after June 30, 1883.

46945	Concord .....	N. H. . .	Dec. 17, 1883	Jersey City .....	N. J . .	Dec. 19, 1883	\$5 00
	1 case .....	.....	.....	.....	.....	.....	5 00
	Total, 2 cases ..	.....	.....	.....	.....	.....	8 00

III.—PAID TO THE PROPER PAYEE.

a) Orders issued prior to June 30, 1883.

86082	†Newark .....	N. J . .	Apr. 12, 1883	Baraboo .....	Wis . .	Apr. 19, 1883	\$20 00
93166	†Dallas .....	Tex . .	June 27, 1883	Kenosha .....	Wis . .	July 2, 1883	6 00
70938	†Springfield .....	Ohio . .	Oct. 3, 1881	Urbana .....	Ohio . .	Oct. 12, 1881	10 00
23246	†Neillsville .....	Wis . .	Apr. 4, 1883	Talladega .....	Ala . . .	Apr. 14, 1883	1 50
	4 cases .....	.....	.....	.....	.....	.....	37 50



D.—Statement of money-orders improperly paid, &c.—Continued.

III.—PAID TO THE PROPER PAYEE—Continued.

b) Orders issued after June 30, 1883.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of pay-ment.	Amount of order.
28726	Station G, New York.	N. Y..	Dec. 19, 1883	Olean .....	N. Y..	Dec. 20, 1883	\$7 00
	1 case .....						7 00
	Total, 5 cases ..						44 50

IV.—CHARGED TO PAYING POSTMASTER.

a) Orders issued prior to June 30, 1883.

10898	Auburn .....	Ala...	July 24, 1879	Atlanta .....	Ga....		\$11 00
G. 11305	New York .....	N. Y..	Oct. 11, 1880	Newark .....	N. J..	Oct. 13, 1880	35 29
69195	Buffalo .....	N. Y..	Aug. 29, 1881	Opdensburgh ..	N. Y..	— —, 1881	15 00
22602	Tarborough .....	N. C..	Jan. 4, 1880	New Berne .....	N. C..	Jan. 10, 1880	5 00
2428	Two Rivers .....	Wis..	Mar. 24, 1883	New Orleans .....	La....	Mar. 29, 1-83	25 00
1005	Rich Hill .....	Mo..	Feb. 4, 1883	Fort Scott .....	Kans.	Feb. 6, 1883	5 00
66659	† Macon .....	Ga....	June 21, 1880	Station E, New York.	N. Y..	— —, 1883	24 00
7219	† Chicago .....	Ill...	Apr. 24, 1883	Cincinnati .....	Ohio..	Apr. 27, 1883	25 00
29022	† Tomah .....	Wis..	May 9, 1883	La Crosse .....	Wis..	May 12, 1883	4 00
40028	† Philadelphia ..	Pa....	June 28, 1883	Lock Haven .....	Pa....	July 16, 1883	14 00
86207	† Saint Louis ..	Mo....	Feb. 12, 1883	Nashville .....	Tenn..		41 23
87830	† Portland .....	Ohio..	Dec. 15, 1882	New York .....	N. Y..	Jan. 3, 1883	20 00
12062	† Mason City .....	Ill....	Nov. 18, 1881	Springfield .....	Ill....	Nov. 18, 1881	10 00
76214	† New York .....	N. Y..	Sept. 11, 1882	Station D, New York.	N. Y..	Sept. 11, 1882	28 00
31052	† Bowling Green.	Ky....	Apr. 11, 1883	Sullivan .....	Ill....	Apr. 21, 1883	20 00
6259	Louisville .....	Ky....	Dec. 18, 1882	New York .....	N. Y..		25 00
	16 cases .....						307 52

b) Orders issued after June 30, 1883.

6736	Salamanca .....	N. Y..	July 6, 1883	Brooklyn .....	N. Y..	July 10, 1883	\$10 00
28462	Chicago .....	Ill....	July 30, 1883	Cincinnati .....	Ohio..	Aug. 3, 1883	45 00
4655	Portland .....	Me....	Oct. 10, 1883	New York .....	N. Y..	Oct. 12, 1883	12 50
3586	Terre Haute .....	Ind....	Oct. 1, 1883	Park City .....	Utah..	Oct. 13, 1883	10 00
24976	Canton .....	Mo....	Sept. 18, 1883	Burlington .....	Iowa..	Sept. 21, 18-3	7 00
14359	Morristown .....	N. J..	Nov. 2, 1883	Livingston .....	Mont	Nov. 8, 1883	25 00
39056	Traverse City ..	Mich..	Nov. 9, 1883	New York .....	N. Y..	Nov. 18, 1883	25 50
18360	Plaquemine .....	La....	Dec. 5, 1883	Memphis .....	Tenn..	Dec. 28, 1883	25 00
3967	Boswell .....	Ind....	Jan. 10, 1884	Muskegon .....	Mich..	Jan. 15, 1884	50 00
50694	Wilkes Barre ..	Pa....	Mar. 14, 1884	Philadelphia .....	Pa....	Mar. 20, 1884	23 50
46354	Appleton .....	Wis..	Jan. 21, 1884	Saint Paul .....	Minn..	Jan. 24, 1884	20 00
	11 cases .....						253 50
	Total, 27 cases ..						561 02

V.—CHARGED TO DEPARTMENT.

a) Orders issued prior to June 30, 1883.

52350	Ann Arbor .....	Mich..	June 17, 1882	New York .....	N. Y..	June 19, 1882	\$12 00
14570	Seneca .....	Kans..	Feb. 24, 1882	Butte City .....	Mont	May 17, 1882	40 00
15682	† Highland .....	Ill....	June 18, 1883	Mahanoy City ..	Pa....	June 27, 1883	20 00
6667	† Clark's .....	Nebr..	June 7, 1883	Denver .....	Colo..	June 9, 1883	50 00
6668	† do .....	Nebr..	June 7, 1883	.....do.....	Colo..	June 9, 1883	10 00
Dup. 38928 of 40618	} † Beaver Dam ..	Wis...	Nov. 14, 1882	New York .....	N. Y..	Jan. 11, 1883	15 00
	6 cases .....						147 00

D.—Statement of money-orders improperly paid, &c.—Continued.

V.—CHARGED TO DEPARTMENT—Continued.

b) Orders issued after June 30, 1883.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
28727	Station G, New York.	N. Y..	Dec. 19, 1883	Olean.....	N. Y..	Dec. 20, 1883	\$7 00
	1 case .....						7 00
	Total, 7 cases .....						154 00

VI.—UNSETTLED.

a) Orders issued prior to June 30, 1883.

Dup. 19803	} Fremont.....	Nebr..	Oct. 21, 1876	Ashland.....	Nebr.	Sept. —, —	23 00
10628							
73172	Dallas .....	Tex...	Jan. 16, 1882	Salisbury.....	N. C..	Jan. 21, 1882	10 00
528	Rose Creek .....	Minn.	Aug. 27, 1881	Ashland.....	Nebr.	Nov. 5, 1881	50 00
529	....do .....	Minn.	Aug. 27, 1881	....do .....	Nebr.	Nov. 5, 1881	8 35
4450	Dundalk .....	Ont...	Apr. 11, 1877	Louisville .....	Ky...	Apr. 18, 1877	42 35
4451	....do .....	Ont...	Apr. 11, 1877	....do .....	Ky...	Apr. 18, 1877	42 35
4452	....do .....	Ont...	Apr. 11, 1877	....do .....	Ky...	Apr. 18, 1877	30 50
15185	Sing Sing .....	N. Y..	May 25, 1882	Richmond.....	Va....	May 30, 1882	5 00
61489	Cleveland .....	Ohio..	Nov. 3, 1882	Atlanta .....	Ga....	Nov. 17, 1882	19 80
16093	Philadelphia .....	Pa....	Jan. 3, 1883	Richmond .....	Va....	Jan. 5, 1883	25 00
30587	†Emporia .....	Kans..	Sept. 12, 1881	Fort Wingate ...	N.Mex	Sept. 24, 1881	50 00
30854	†Seattle.....	Wash.	Apr. 25, 1883	Denison City ...	Tex...	May 5, 1883	50 00
10187	†New York .....	N. Y..	Mar. 22, 1883	Savannah .....	Ga....	Apr. 3, 1883	10 00
4207	†Strohlem .....	Ger...	June 14, 1880	Milwaukee.....	Wis..	Dec. 15, 1880	35 29
G. 90561	†Lainbach .....	Ger...	Jan. 15, 1883	Louisville .....	Ky...	Jan. 18, 1883	50 00
G. 90562	....†do .....	Ger...	Jan. 15, 1883	....do .....	Ky...	Jan. 18, 1883	50 00
	16 cases .....						501 64

VI.—UNSETTLED.

b) Orders issued after June 30, 1883.

24247	Lexington .....	Va....	Aug. 8, 1883	Omaha .....	Nebr.	Aug. 31, 1883	\$5 00
14465	Bellows Falls...	Vt....	Dec. 20, 1883	New York .....	N. Y..		11 00
16092	Bodie .....	Cal...	Dec. 21, 1883	Virginia City ..	Nev..	Dec. 22, 1883	11 00
86971	Station A, New York.	N. Y..	Apr. 4, 1884	Danbury .....	Conn.	Apr. 18, 1883	100 00
86972	....do .....	N. Y..	Apr. 4, 1884	....do .....	Conn.	Apr. 18, 1883	100 00
86973	....do .....	N. Y..	Apr. 4, 1884	....do .....	Conn.	Apr. 18, 1883	50 00
17899	National Military Home	Ohio..	Apr. 15, 1884	New York .....	N. Y..	Jan. —, —	10 00
35559	Station H, New York.	N. Y..	Jan. 31, 1884	....do .....	N. Y..	Feb. 4, 1884	35 00
19299	Chatfield .....	Minn.	Sept. 15, 1883	Bay City .....	Mich.	Sept. 18, 1883	40 00
40894	N. D. Station, Chicago.	Ill...	Apr. 15, 1884	Newport .....	Ark..	May 7, 1884	12 00
5850	Newbern .....	Tenn.	Jan. 26, 1884	Pine Bluff.....	Ark..	Jan. 31, 1884	10 00
14481	Boston.....	Mass.	May 5, 1884	New York .....	N. Y..	May 7, 1884	10 00
5017	New York.....	N. Y..	Jan. 21, 1884	Chicago.....	Ill...	Feb. 13, 1884	48 70
959	Lovelady .....	Tex...	Feb. 28, 1884	Waco .....	Tex...	—, —, 1884	9 55
1002	Baltimore .....	Ohio..	Nov. 17, 1883	Newark.....	Ohio..	Dec. 10, 1883	5 50
22693	Iowa Falls.....	Iowa..	Mar. 28, 1884	Lexington.....	Mich.	Apr. 8, 1884	10 00
32814	Troy .....	Ohio..	Mar. 28, 1884	Greenville .....	Ohio..	Mar. 29, 1884	50 00
65560	Scranton .....	Pa....	Nov. 28, 1883	Livingston.....	Mont.	Dec. 4, 1883	25 00
69472	Lexington .....	Ky....	Feb. 25, 1884	Frankfort.....	Ky....	Mar. 13, 1884	10 00
18421	Joplin .....	Mo....	July 13, 1883	Springfield .....	Mo....	July 14, 1883	5 00
19777	Lebanon .....	Ohio..	June 23, 1884	Xenia .....	Ohio..	June 25, 1884	5 00
6334	Reynoldsville...	Pa....	June 4, 1884	Rochester.....	N. Y..	June 7, 1884	10 00
14867	Austin .....	Tex...	May 26, 1884	Galveston .....	Tex...	May 29, 1884	5 00
48913	San Francisco ..	Cal...	May 16, 1884	Lowell .....	Mass.	June 13, 1884	35 00
24428	....do .....	Cal...	Oct. 26, 1883	Sacramento .....	Cal...	Oct. 29, 1883	2 50
97702	Station D, New York.	N. Y..	June 25, 1884	Cincinnati .....	Ohio..	June 28, 1884	29 85
7640	Perry .....	Ga....	Oct. 6, 1883	Columbia .....	S. C...	Jan. 19, 1884	5 00
14044	Fort Collins.....	Colo..	Mar. 1, 1884	Shenandoah .....	Pa...	Mar. 6, 1884	50 00
	28 cases .....						700 18
	Total, 44 cases .....						1, 201 82

† These 35 cases, amounting to \$442.69, alleged to have occurred prior to June 30, 1883, were brought to the attention of the Department after that date.

TABLE E.—*Exhibiting the number and ratio per thousand of each of ten different grades of money-orders paid during the week ended October 25, 1884, at each of the money-order post-offices named below.*

NUMBER OF ORDERS PAID.

Post-office.	Not over \$5.	Over \$5 and not over \$10.	Over \$10 and not over \$15.	Over \$15 and not over \$30.	Over \$30 and not over \$40.	Over \$40 and not over \$50.	Over \$50 and not over \$60.	Over \$60 and not over \$70.	Over \$70 and not over \$80.	Over \$80 and not over \$100.	Total.
<b>NORTHERN.</b>											
1. New York.....	5,659	3,270	1,582	1,834	448	317	133	63	52	216	13,574
2. Chicago.....	3,374	2,467	1,293	1,472	346	224	90	40	23	138	9,467
3. Boston.....	1,819	927	429	522	80	60	31	12	16	43	3,948
4. Philadelphia.....	1,239	985	479	576	132	97	18	21	16	49	3,612
5. Cincinnati.....	1,061	695	392	501	101	92	38	18	35	25	2,958
Total.....	13,152	8,344	4,175	4,905	1,116	790	310	154	142	471	33,559
<b>SOUTHERN.</b>											
1. Saint Louis.....	938	879	460	725	747	414	67	47	37	162	4,476
2. New Orleans.....	463	343	196	323	95	90	37	18	21	94	1,689
3. Baltimore.....	335	405	222	328	74	84	28	24	19	55	1,574
4. Louisville.....	376	307	143	231	63	47	19	11	17	44	1,258
5. Washington.....	386	227	146	203	47	46	7	5	5	15	1,087
Total.....	2,498	2,161	1,167	1,810	1,026	690	158	103	99	370	10,084
Grand total....	15,650	10,505	5,342	6,715	2,142	1,480	468	259	241	841	43,643

RATIO PER 1,000 ORDERS PAID.

<b>NORTHERN.</b>											
1. New York.....	417	241	116	135	33	23	10	5	4	16	1,000
2. Chicago.....	356	261	137	155	37	24	9	4	2	15	1,000
3. Boston.....	461	235	109	132	22	15	8	3	4	11	1,000
4. Philadelphia.....	343	273	133	159	36	27	5	6	4	14	1,000
5. Cincinnati.....	359	235	138	169	34	31	13	6	12	8	1,000
Aggregate ratio.	392	249	124	146	33	24	9	5	4	14	1,000
<b>SOUTHERN.</b>											
1. Saint Louis.....	210	196	103	162	167	93	15	10	8	36	1,000
2. New Orleans.....	274	203	116	191	56	59	22	11	12	56	1,000
3. Baltimore.....	213	257	141	209	47	53	18	15	12	35	1,000
4. Louisville.....	299	244	114	184	50	37	15	9	13	35	1,000
5. Washington.....	355	209	134	187	43	42	6	5	5	14	1,000
Aggregate ratio.	248	214	116	179	102	68	16	10	10	37	1,000
Grand aggregate ratio	359	241	122	154	49	34	11	6	5	19	1,000

*Convention between the Post-Office Department of the Kingdom of Hawaii and the Post-Office Department of the United States of America, concerning the exchange of money-orders.*

The Government of his Majesty the King of Hawaii and the Government of the Republic of the United States of America, being desirous of facilitating the exchange of sums of money between the two countries by making use of postal money-orders, the undersigned, H. A. P. Carter, Envoy Extraordinary and Minister Plenipotentiary of his Majesty the King of Hawaii, in the name of his Government, and by virtue of the powers which he has formally presented to this effect, and W. Q. Gresham, Postmaster General of the United States of America, in virtue of the powers vested in him by law, have agreed upon the following convention.

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at fifty dollars.

No money-order shall include a fractional part of a cent.

The amount of each order, whether issued in the United States or in the Kingdom of Hawaii, must be expressed in letters as well as in figures.

ARTICLE 2.

The Hawaiian Post-Office Department shall have power to fix the value of commission on all money-orders issued in the Kingdom of Hawaii, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each Department shall communicate to the other its tariff of charges, or rates of commission, which shall be established under this convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each Department is authorized to suspend, temporarily, the exchange of money-orders in case the course of exchange, or any other circumstance should give rise to abuses, or, cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of offices of exchange. On the part of the United States the office of exchange shall be San Francisco, California, and on the part of the Hawaiian Kingdom, Honolulu.

Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a list of such offices, and shall, from time to time, notify any addition to or change in such list. Every order and advice must contain the name of the office and of the country of destination, and if

relating to an order payable in the United States, the name of the State in which such office is situated ; if relating to an order payable in the Hawaiian Kingdom, the name of the island.

#### ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address ; or, the name of the firm or company who are the remitters or payees, together with the addresses of each.

The money-orders, issued in either country, shall be forwarded by the remitters to the payees, at their own expense.

#### ARTICLE 6.

The advices of all money-orders issued upon the Hawaiian Kingdom by the post-offices in the United States shall be sent to the office of Exchange at San Francisco, where they shall be examined, and, if found correct, impressed with the dated stamp of that office ; and transmitted, by the next direct mail, to the exchange office at Honolulu, accompanied by a list, in duplicate, drawn upon the model of Form 'A.'

The advices, on their arrival in Honolulu, shall be compared with the entries in the list, and afterwards despatched to the paying offices.

In like manner the advices of money-orders, drawn on the United States by postmasters in the Hawaiian Kingdom, shall be sent to the exchange office at Honolulu, where they shall be examined, and, if found correct, impressed with the dated stamp of that office, and transmitted by the next direct mail to the exchange office at San Francisco, accompanied by a list, in duplicate, drawn upon the model of Form 'B.'

The advices, on their receipt at San Francisco, shall be compared with the entries in the list, and afterwards despatched to the paying offices.

The advices of orders issued in the United States in the month of March, which may arrive at the office of exchange at San Francisco in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of March, and in like manner, the advices of orders issued in the Hawaiian Kingdom in the month of June, which may arrive at the exchange office at Honolulu in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June.

#### ARTICLE 7.

The lists, despatched from each office of exchange, shall be numbered consecutively, commencing with No. 1, at the beginning of the month of July in each year ; and the entries in these lists shall also have consecutive numbers.

Of each list despatched a duplicate shall be sent, which duplicate, after being verified by the receiving office of exchange, shall be returned to the despatching office of exchange.

Each office of exchange shall promptly communicate to the other the correction of any simple error, which it may discover in the verification of the lists. When the lists shall show irregularities, which the receiving exchange office shall not be able to rectify, that office shall apply for an explanation to the despatching exchange office, and such explanation shall be afforded without delay.

Should any list fail to be received in due course, the despatching exchange office, on receiving information to that effect, shall transmit, without delay, a duplicate of the list, duly certified as such.

## ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn, and in conformity with the regulations established, or to be established in that country.

## ARTICLE 9.

The orders, issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

## ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to the remitter is to be made.

## ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to and be at the disposal of the country of origin.

The Hawaiian Post-Office Department shall, therefore, enter to the credit of the United States, in the quarterly account, all money-orders entered in the lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post-Office Department of the United States shall, at the close of each month, transmit to the Hawaiian Post-Office Department, for entry in the quarterly account, a detailed statement of all orders, included in the lists despatched from the latter office, which under this article becomes void.

## ARTICLE 12.

At the close of each quarter an account shall be prepared at the Hawaiian Post Department, showing in detail the totals of the lists, containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office Department of the United States, at Washington, and the balance, after proper verification, shall, if due by the Post-Office Department of Hawaii, be paid at San Francisco, but, if due by the Post-Office Department of the United States, it shall be paid at Honolulu.

If pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding two thousand five hundred dollars, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other. This account shall be in accordance with the forms 'C,' 'D,' 'E,' and 'F,' annexed to this Convention.

## ARTICLE 13.

In the exchange of money-orders between the two countries, one dollar in Hawaiian money shall be taken as the equivalent of one dollar



in United States money. This standard in either country shall be gold value.

#### ARTICLE 14.

The United States Postal Administration undertakes to serve as intermediary for the exchange of postal orders from the Hawaiian Kingdom to be paid in any European country with which that Administration maintains an exchange of postal orders, and with which the Postal Administration of the Hawaiian Kingdom does not have such exchange, as well as for the exchange of orders from any such European country destined for payment in the Hawaiian Kingdom, provided the European country interested consent to an arrangement of this nature.

#### ARTICLE 15.

The Postal Administration in each country shall be authorized to adopt any additional rules, (if not repugnant to the foregoing,) for the greater security against fraud, or, for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post-Office Department of the other country.

#### ARTICLE 16.

This present Convention shall take effect on the first day of January, 1884, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

#### ARTICLE 17.

The ratifications of the present Convention shall be exchanged prior to the first day of December, 1883.

In witness whereof, the respective Plenipotentiaries have signed the present Convention and have affixed thereto their seals.

Executed in duplicate and signed at Washington the eleventh day of September, 1883.

[SEAL.]

H. A. P. CARTER,  
*Envoy Extraordinary and Minister  
Plenipotentiary of Hawaii to the United States.*

[SEAL.]

WALTER Q. GRESHAM,  
*Postmaster General of the United States.*

I hereby approve the foregoing Convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

[SEAL.]

CHESTER A. ARTHUR.

By the President:

FREDK. T. FRELINGHUYSEN,  
*Secretary of State.*

WASHINGTON, September 13th, 1883.

I hereby approve the foregoing Convention, and in testimony thereof, I have caused the seal of the Hawaiian Kingdom to be hereto affixed.

[SEAL.]

KALAKAUA REX.

By the King:

WALTER M. GIBSON.  
*Minister of Foreign Affairs and Premier.*

HONOLULU, October 13th, 1883.



List No.....

A.

Stamp of  
San Francisco  
Office.

SIR: I have the honor to transmit to you, herewith, in duplicate, a list containing a detailed statement of the sums received in the United States since my last despatch (List No. —) for orders payable in the Hawaiian Kingdom, amounting in the aggregate to \$ .....

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant,

.....  
*Postmaster, San Francisco.*

To the POSTMASTER,  
*Money-Order Exchange Office, Honolulu.*





MONEY-ORDER OFFICE,

*Honolulu*, ..... , 188 .

SIR: I have examined this list of money-orders from No. .... to No. ...., inclusive, for sums received in the United States for payment in the Hawaiian Kingdom, amounting in the aggregate to \$.....

The said list was found to be correct, with the following exceptions:

.....  
.....  
.....  
.....

I am, Sir, your obedient servant,

.....

To the POSTMASTER,  
*Money-Order Exchange Office, San Francisco, Cal.*



*Account of the exchange of Money-Orders between the Kingdom of Hawaii and the United States, during the quarter ended....., 188 .*

[illegible]

**D.**

**Table showing the particulars of such orders as have been repaid to the remitters in the country of issue.**

Issued in Hawaiian Kingdom.					Issued in United States.				
No. of List.	Date of List.	No. of international order.	Amount of order.		No. of List.	Date of List.	No. of international order.	Amount of order.	
			\$	c.				\$	c.







*Convention between the Post-Office Department of the United States of America and the Post and Telegraph Department of the Colony of Queensland, Australia, concerning the exchange of money-orders.*

The Post-Office Department of the United States of America and the Post and Telegraph Department of the Colony of Queensland, Australia, being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following Articles:

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries. The maximum of each order is fixed at £10 sterling, when issued in Queensland, and when issued in the United States, at the equivalent in sterling money, of \$50 in the money of the latter country, converted at the rate fixed by Article 13 of the present Convention.

No money-order shall include the fractional part of a penny or of a cent.

The amount of each order whether issued in the United States or in Queensland must be expressed in letters in British money and the equivalent in the money of the United States must also be shown in figures.

ARTICLE 2.

The Queensland Post-Office shall have power to fix the rates of commission on all money-orders issued in Queensland, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each office shall communicate to the other its tariff of charges, or rates of commission which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each office is authorized to suspend, temporarily, the exchange of money-orders, in case the course of exchange, or any other circumstance, should give rise to abuses, or cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent on the amount of such orders.

ARTICLE 4.

The service of the postal money-order system between the two countries shall be performed, exclusively, by the agency of offices of exchange. On the part of the United States, the office of exchange shall be San Francisco, California, and on the part of Queensland, Brisbane. Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a list of such offices, and shall, from time to time, notify any addition to or change in such list. Every order and advice must contain the name of the office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

## ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address; or the name of the firm or company who are the remitters or payees, together with the address of each.

The money-orders issued in either country, shall be forwarded by the remitters to the payees at their own expense.

## ARTICLE 6.

The advices of all money-orders issued upon Queensland by the post offices in the United States shall be sent to the office of exchange at San Francisco, where they shall be impressed with a dated stamp (Form 'A') showing the amount to be paid in sterling money, and transmitted by the next direct mail, to the exchange office at Brisbane, accompanied by a list, in duplicate, drawn upon the model of Form 'B.'

The advices on their arrival in Brisbane shall be compared with the entries in the list, and afterwards despatched to the paying offices.

In like manner, the advices of money-orders drawn on the United States by postmasters in Queensland shall be sent to the exchange office at Brisbane, shall there be impressed with a dated stamp Form 'A' showing the amount to be paid in United States money, and be despatched, accompanied by a list, in duplicate, (Form 'C') to the office of exchange at San Francisco by the next direct mail.

The advices on their receipt at San Francisco shall be compared with the entries in the list, and afterwards despatched to the paying offices.

The advices of orders issued in the United States in the month of June which may arrive at the office of exchange at San Francisco, in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June, and in like manner, the advices of orders issued in Queensland in the month of June which may arrive at the exchange office at Brisbane, in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June.

Each exchange office shall certify its orders to the other in amounts designated in the denominations of the money both of the despatching and receiving country at the rate of conversion established by Article 13 of this Convention. The amounts, so converted, shall be checked at the receiving office of exchange.

Each Administration hereby undertakes and agrees to suspend the issue of money-orders a sufficient length of time before the sailing of each steamer which carries the exchange lists and advices, at those post-offices in its own territory where such suspension may be necessary, in order to prevent the issue of orders which could be despatched by the outgoing mail while the corresponding advices could not be certified by the exchange office in time to be conveyed by that mail.

The exchange lists and the accompanying advices shall invariably be sent by such steamers as carry the mails directly from San Francisco to Brisbane or from Brisbane to San Francisco, as the case may be, and not via London in any event.

## ARTICLE 7.

The lists despatched from each office of exchange, shall be numbered consecutively, commencing with No. 1, at the beginning of the month

of July in each year; and the entries in these lists shall also have consecutive numbers.

Of each list despatched, a duplicate shall be sent, which duplicate, after being verified by the receiving office of exchange shall be returned to the despatching office of exchange.

Each office of exchange shall promptly communicate to the other, the correction of any simple error which it may discover in the verification of the lists.

When the lists shall show irregularities which the receiving exchange office shall not be able to rectify, that office shall apply for an explanation to the despatching exchange office, and such explanation shall be afforded without delay.

Should any list fail to be received in due course, the despatching exchange office on receiving information to that effect shall transmit without delay, a duplicate of the list, duly certified as such.

#### ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn and in conformity with the regulations established, or to be established in that country.

#### ARTICLE 9.

The orders issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country on which they were drawn. The paid orders shall remain in the possession of the country of payment.

#### ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account (Article 12). It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

#### ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void and the sums received shall accrue to and be at the disposal of the country of origin. The Queensland office shall, therefore, enter to the credit of the United States in the quarterly account, all money-orders entered in the lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.) On the other hand, the Post-Office Department of the United States shall, at the close of each month, transmit to the Queensland office for entry in the quarterly account, a detailed statement of all orders included in the lists despatched from the latter office which, under this article, become void.

#### ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post-Office of Queensland, showing in detail the totals of the lists containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office Department of the United States at Washington, and the balance, after

proper verification, shall, if due by the Post and Telegraph Department of Queensland, be paid to the General Post-Office at London to the credit of the Post-Office Department of the United States on account of the exchange of money-orders between the United States and the United Kingdom of Great Britain and Ireland; if due by the Post-Office Department of the United States, the balance shall likewise be paid to the General Post-Office at London to the credit of the Post-Office of Queensland.

If, pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other, a balance exceeding five hundred pounds sterling, the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other.

This account shall be in accordance with the forms 'D,' 'E,' 'F' and 'G,' annexed to this convention.

### ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account relative to money-orders which shall result from the execution of the present convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents, of the money of the United States.

### ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for the greater security against fraud, or for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the post-office of the other country.

### ARTICLE 15.

The present convention shall take effect on the first day of July, 1884, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the twenty-eighth day of May, in the year of our Lord, 1884, and in Brisbane on the twenty-sixth day of March in the year of our Lord 1884.

[SEAL.]

WALTER Q. GRESHAM,  
*Postmaster-General of the United States.*

JAMES F. GARRICK,  
*Postmaster-General of Queensland.*

Signed by the said James F. Garrick in the presence of

JOHN McDONNELL,  
*Under Sec'y Post and Telegraph Department.*

AT BRISBANE ON 26th March, 1884.

I hereby approve the foregoing Convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

[SEAL.]

CHESTER A. ARTHUR.

By the President.

FREDK. T. FRELINGHUYSEN,  
*Secretary of State.*

WASHINGTON, June 5, 1884.

A.

Value of United States order in English money.		
£ 5	s. 3	d. 2

Value of Queensland order in United States money.	
\$14	c. 25
Brisbane, July 1, 1884.	

**B.**

List No. ———.

Stamp of San Francisco Office.
--------------------------------------

SIR: I have the honor to transmit to you herewith, in duplicate, a list containing a detailed statement of the sums received in the United States, since my last despatch (List No. —) for orders payable in Queensland, amounting in the aggregate to £..... Be pleased to examine, complete, and return to me, the original copy of this list with your acknowledgment of its receipt endorsed thereon.

I am, Sir, your obedient servant,

-----  
Postmaster, San Francisco.

To SUPT.

Money-Order Office,  
Brisbane.















*Convention between the Governor of the colony of the Cape of Good Hope and the President of the United States of America concerning the exchange of Money-Orders.*

The Governor of the Colony of the Cape of Good Hope and the President of the United States of America, being desirous of establishing a system of exchange of Money-Orders between the two countries have agreed on behalf of their respective Governments to the following Articles:

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at Ten pounds, sterling, when issued in the Cape Colony, and when issued in the United States at the equivalent in sterling money of Fifty dollars in the money of the latter country, converted at the rate fixed by article 13 of the present convention.

No money-order shall include the fractional part of a penny, or of a cent.

The amount of each order, whether issued in the United States or in the Cape Colony, must be expressed in letters in British money, and the equivalent in the money of the United States must also be shown in figures.

ARTICLE 2.

The Cape Colony Post-Office Department shall have power to fix the rates of commission on all money-orders issued in the Cape Colony, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each office shall communicate to the other its tariff of charges or rates of commission, which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters and shall not be repayable.

It is understood, moreover, that each office is authorized to suspend temporarily the exchange of money-orders, in case the course of exchange, or any other circumstances, should give rise to abuses or cause detriment to the Postal Revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders issued within the jurisdiction, but pay to the other country three-fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of offices of exchange. On the part of the United States the office of exchange shall be New York, N. Y., and on the part of the Cape Colony, Cape Town.

Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a list of such offices, and shall from time to time, notify any addition to, or change in such list. Every order and advice must contain the name of the office, and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.



## ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid and his own name and address; or the name of the firm or company who are the remitters or payees, together with the addresses of each. The money-orders issued in either country shall be forwarded by the remitters to the payees at their own expense.

## ARTICLE 6.

The advices of all money-orders issued upon the Cape Colony by the post-offices of the United States shall be sent to the office of exchange at New York, where they shall be impressed with a dated stamp (Form 'A') showing the amount to be paid in sterling money and transmitted by the next mail to the exchange office at Cape Town, accompanied by a list, in duplicate, drawn upon the model of Form 'B.'

These advices on their arrival in Cape Town shall be compared with the entries in the list and, afterwards, despatched to the paying offices. In like manner the advices of money-orders drawn on the United States by postmasters in the Cape Colony shall be sent to the exchange office at Cape Town, shall there be impressed with a dated stamp (Form 'A') showing the amount to be paid in the United States money and be despatched accompanied by a list in duplicate (Form 'C') to the office of exchange at New York, N. Y., by next mail.

The advices on their receipt at New York shall be compared with the entries in the list, and afterwards despatched to the paying offices.

The advices of orders issued in the United States in the month of June which may arrive at the office of exchange at New York in the earlier days of the following month shall be entered on lists supplementary to that of the last day of the month of June, and in like manner the advices of orders issued in the Cape Colony in the month of June which may arrive at the exchange office at Cape Town in the earlier days of the following month shall be entered on lists supplementary to that of the last day of the month of June.

Each exchange office shall certify its orders to the other in amounts designated in the denominations of the money both of the despatching and receiving country at the rate of conversion established by Article 13 of this Convention. The amounts so converted shall be checked at the receiving office of exchange.

## ARTICLE 7.

The lists despatched from each office of exchange shall be numbered consecutively, commencing with number 1 at the beginning of the month of July in each year; and the entries in these lists shall, also, have consecutive numbers.

Of each list despatched a duplicate shall be sent, which duplicate, after being verified by the receiving office of exchange, shall be returned to the despatching office of exchange.

Each office of exchange shall promptly communicate to the other the correction of any simple error which it may discover in the verification of the lists.

When the lists shall show irregularities which the receiving office of exchange shall not be able to rectify that office shall apply for an explanation to the despatching exchange office, and such explanation

shall be afforded without delay. Should any list fail to be received in due course, the despatching exchange office, on receiving information to that effect, shall transmit without delay a duplicate of the list duly certified as such.

#### ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn, and in conformity with the regulations established, or to be established, in that country.

#### ARTICLE 9.

The orders issued by each country on the other shall be subject as regards payment to the regulations which govern the payment of inland orders of the country on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

#### ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

#### ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to, and be at the disposal of, the country of origin.

The Cape Colony office shall therefore enter to the credit of the United States in the quarterly account, all money orders entered in the list received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand, the Post Office Department of the United States shall, at the close of each month, transmit to the Cape Colony office for entry in the quarterly account, a detailed statement of all orders included in the lists despatched from the latter office which under this article become void.

#### ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post-Office, Cape Town, showing in detail the totals of the lists containing the particulars of orders issued in either country during the quarter and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office Department of the United States at Washington, and the balance after proper verification shall, if due by the Post-Office Department of the Cape Colony be paid to the General Post-Office at London to the credit of the Post-Office Department of the United States on account of the exchange of money-orders between the United States and the United Kingdom of Great Britain and Ireland; and if due by the Post-Office Department of the United States shall likewise be paid to the General Post-Office at London to the credit of the Post-Office Department of the Cape Colony.

Provided always that in the event of the balances of the money-order transactions between the United Kingdom and the Cape Colony, and between the United Kingdom and the United States of America, respectively, being at any time against the United Kingdom, any balance there may be in connection with the exchange of money-orders under the terms of this convention between the Cape Colony and the United States shall be adjusted through the Agent-General of the Cape Colony in London.

If pending the settlement of an account one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding five hundred pounds (£500) sterling, the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other. This account shall be in accordance with the forms 'D', 'E', 'F', and 'G', annexed to this convention.

ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account relative to money-orders which shall result from the execution of the present Convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents of the money of the United States.

ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for the greater security against fraud, or for the better working of the system generally. All such additional rules, however, must be promptly communicated to the Post-Office of the other country.

ARTICLE 15.

This present Convention shall take effect on the first day of July, 1884, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Given under my hand and the Public Seal of the colony of the Cape of Good Hope at Cape Town on the ninth day of April, one thousand eight hundred and eighty-four.

[SEAL.]

HERCULES ROBINSON,  
*Governor.*

Done in duplicate and signed in Washington on the ninth day of June, in the year of our Lord 1884.

[SEAL.]

WALTER Q. GRESHAM,  
*Postmaster-General of the United States.*

I hereby approve the foregoing convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

[SEAL.]

CHESTER A. ARTHUR.

By the President:

FREDK. T. FRELINGHUYSEN,  
*Secretary of State.*

WASHINGTON, *June 10th*, 1884.

Form 'A.'

Value of United States orders in English money:

<i>£</i> 5	<i>s.</i> 8	<i>d.</i> 2
---------------	----------------	----------------

New York, July 1st, 1884.

Value of Cape Colony orders in United States money :

\$14	c. 25
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Cape Town, July 1st, 1884.

**Form 'B.'**

List No.

SIR: I have the honor to transmit to you herewith, in duplicate, a list containing a detailed statement of the sums received in the United States since my last despatch (List No.     ) for orders payable in the Cape Colony amounting in the aggregate to £.....

Be pleased to examine, complete, and return to me the duplicate copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, Sir, your obedient servant,

\_\_\_\_\_  
*Postmaster New York.*

To the POSTMASTER,  
*Money Order Exchange Office, Cape Town.*



**Form 'B.'****MONEY-ORDER OFFICE,***Cape Town, ....., 188..*

SIR: I have examined this list of money orders From No. .... to No. ...., inclusive, for sums received in the United States for payment in the Cape Colony, amounting in the aggregate to \$....., and which is to be paid in the net amount of £.....

The said list was found to be correct, with the following exceptions:

---

---

---

I am, Sir, your obedient servant,

.....

To the POSTMASTER,

*Money-Order Exchange Office, New York, N. Y.*

**Form 'C:'**

*Date of arrival in New York, ..... , 188..*

[illegible]









**Form 'G.'***Balance.*

To the credit of Cape Colony Office.			To the credit of the United States Office.		
Amount of international orders issued in the United States.....			Amount of international orders issued in the Cape Colony .....		
Three-fourths of one per cent. on the amount of such issues.....			Three-fourths of one per cent. on amount of such issues.....		
Amount of void Orders of Cape Colony issued as per Table.....			Amount of void orders of the United States issued as per table....		
Amount of international orders repaid in Cape Colony as per Table.			Amount of international orders repaid in the United States as per table .....		
Sums remitted by the office of Cape Colony:.....			Sums remitted by the office of the United States:.....		
Dates.	Amounts.		Dates.	Amounts.	
Balance remaining due to the United States .....			Balance remaining due to the Cape Colony .....		

The above account exhibits a balance of £ ..... remaining due to the ..... office ....., Cape Town.

188 .                      Signature of proper accounting officer of the Cape Colony Post-Office.

The above statement of account is accepted with a balance of £ ..... due to the ..... office.

WASHINGTON, ..... 188 .

.....  
Auditor of the Treasury for the Post-Office Department.

*Convention between the Post-Office Department of the United States of America, and the Post-Offices of the several Islands at present constituting the Government-in-Chief of the Windward Islands, consisting of the Islands of Barbadoes, Grenada, St. Vincent, Tobago and St. Lucia, concerning an exchange of Money-Orders.*

The Post-Office Department of the United States of America, and the Post-Offices of the several Islands at present constituting the Government-in-Chief of the Windward Islands, consisting of the islands of Barbadoes, Grenada, St. Vincent, Tobago and St. Lucia, being desirous of establishing a system of exchange of money-orders between the several countries, the undersigned duly authorized for that purpose have agreed upon the following articles:

#### ARTICLE 1.

There shall be a regular exchange of money-orders between the United States and each of the several Windward Islands.

The maximum of each order is fixed at ten pounds sterling when issued in any of the Windward Islands; and when issued in the United States, at fifty dollars in the money of the latter country.

No money-order shall include a fractional part of a penny, or of a cent.

The amount of each order must be expressed in letters in the money of the country in which payment is to be made, and the equivalent of the money in the issuing country must also be shewn in figures, at the rate of conversion fixed by Article 13 of the present Convention.

#### ARTICLE 2.

The several Post-Offices of the Windward Islands shall, each for the Island of which it is Post-Office, have power to fix the rates of commission on all money-orders issued in such Island and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

The Post-Office of the United States shall communicate from time to time to the Post-Office of Barbadoes its tariff of charges or rates of commission, which shall be established under this Convention and the Post-Office of Barbadoes shall communicate from time to time to the Post Office of the United States the tariff of charges or rates of commission, which shall be established by the several Windward Islands under this Convention, and these rates shall in all cases be payable in advance by the remitters and shall not be re-payable.

It is understood moreover that the Post-Office of any of the several countries is authorized to suspend temporarily the exchange of money orders, in case the course of exchange, or any other circumstance, should give rise to abuses or cause detriment to the Postal revenue.

#### ARTICLE 3.

Every country included in this Convention shall keep the commission charged on all money-orders issued within its jurisdiction, but shall pay to the country to which such money-orders are sent, three-fourths of one per cent. on the amount of such orders.

#### ARTICLE 4.

The service of the Postal money-order system between the United States on the one part and the several Windward Islands on the other

part, shall be performed exclusively by the Agency of Offices of Exchange. On the part of the United States the Office of Exchange shall be New York, and on the part of the several Windward Islands, the Office of Exchange shall be Bridgetown, Barbadoes.

Orders shall be drawn only on the authorized money-order offices of the respective countries included in this Convention, and the Postal Administration of the United States shall furnish to the Post-Office of Barbadoes a list of such offices in the United States, and shall from time to time notify any addition to, or change in such list, and the Post-Office of Barbadoes shall furnish the Post-Office of the United States with a list of such offices in the several Windward Islands, and shall from time to time notify any addition to, or change in such list.

Every order and advice must contain the name of the Office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

#### ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address, or the name of the firm or company who are the remitters or payees together with the addresses of each.

The money-orders issued in either country shall be forwarded by the remitters to the payees at their own expense.

#### ARTICLE 6.

The advices of all money-orders issued upon any of the Windward Islands by the Post-Offices in the United States shall be sent to the Office of Exchange at New York where they shall be examined, and if found correct, impressed with the dated stamp of that office and transmitted by the next mail to the Exchange Office at Bridgetown accompanied by a list in duplicate drawn upon the model of Form "A."

The advices on their arrival at Bridgetown shall be compared with the entries in the list, and afterwards dispatched to the paying offices.

In like manner the advices of money-orders drawn on the United States by Postmasters in any of the Windward Islands shall be sent to the Exchange Office at Bridgetown, shall there be examined and if found correct, impressed with the dated stamp of that office and be dispatched accompanied by a list in duplicate [Form "B"] to the Office of Exchange at New York by the next mail.

The advices on their receipt at New York shall be compared with the entries on the list and afterwards dispatched to the paying Offices.

The advices of orders issued in the United States in the month of September, which may arrive at the Office of Exchange at New York in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of September, and in like manner the advices of orders issued in any of the Windward Islands in the month of June which may arrive at the Exchange Office at Bridgetown in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June.

Each Exchange Office shall certify its orders to the other on the lists, in amounts designated in the denominations of the money both of the dispatching and receiving country at the rate of conversion established by Article 13, of this Convention. The amounts so converted shall be checked at the receiving office of exchange.

#### ARTICLE 7.

The lists despatched from each office of exchange shall be numbered consecutively, commencing with No. 1, at the beginning of the month of

July in each year; and the entries in these lists shall also have consecutive numbers.

Of each list despatched a duplicate shall be sent, which duplicate after being verified by the receiving office of exchange shall be returned to the despatching office of exchange.

Each office of exchange shall promptly communicate to the other the correction of any simple error which it may discover in the verification of the lists.

When the lists shall show irregularities which the receiving exchange office shall not be able to rectify, that office shall apply for an explanation to the despatching exchange office, and such explanation shall be afforded without delay.

Should any list fail to be received in due course, the despatching exchange office, on receiving information to that effect, shall transmit without delay a duplicate of the list, duly certified as such.

#### ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn, and in conformity with the regulations established or to be established in that country.

#### ARTICLE 9.

The orders issued by the United States on any of the Windward Islands or by any of the Windward Islands on the United States shall be subject as regards payment to the regulations which govern the payment of money-orders in the country on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

#### ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such payment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account (Article 12). It is the province of each Postal Administration to determine the manner in which repayment to remitters is to be made.

#### ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to and be at the disposal of the country of origin.

The Bridgetown office shall therefore enter to the credit of the United States in the quarterly account all money-orders entered in the lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post-Office Department of the United States shall at the close of each month transmit to the Bridgetown office for entry in the quarterly account, a detailed statement of all orders included in the lists despatched from the latter office, under which this Article becomes void.

#### ARTICLE 12.

At the close of each quarter an account shall be prepared at the Post-Office of Bridgetown showing in detail the totals of the lists containing the particulars of orders issued in the United States on the one part and in the several Windward Islands on the other part, during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office.

Department of the United States at Washington, and the balance after proper verification shall, if due by the Post-Office Department of the United States be paid at Bridgetown, but if due by the Post-Office of Barbadoes, it shall be paid at New York, and in the money of the country to which the payment is made.

Payments may be made in money or by drafts, or by bills of exchange, on points other than Bridgetown and New York, by mutual agreement, between the Post-Office Departments of the United States and Barbadoes.

If pending the settlement of an account, either the United States Post-Office on the one part, or the Post-Office of Barbadoes on the other part, shall ascertain that the one owes the other a balance exceeding five thousand dollars the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other; but nothing herein contained shall prevent such administration from remitting a lesser amount than five thousand dollars at discretion.

This account and the letters which accompany such intermediate remittances shall be in accordance with the forms 'C,' 'D,' 'E,' 'F,' and 'G,' annexed to this Convention.

#### ARTICLE 13.

Until the Postal Administrations of the United States and the several Windward Islands shall consent to an alteration it is agreed that in all matters of account relative to money-orders which shall result from the execution of the present Convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars eighty-seven cents of the money of the United States.

#### ARTICLE 14.

The Postal Administration in every country included in this Convention shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for greater security against fraud, or for the better working of the system generally.

All such additional rules however must, if adopted by the United States, be promptly communicated to the Post-Office Department of Barbadoes, and if adopted by any of the Windward Islands be promptly communicated to the Post-Office Department of the United States by the Post Office Department of Barbadoes.

#### ARTICLE 15.

This present Convention shall take effect on the first day of October one thousand eight hundred and eighty-four and shall continue in force until twelve months after either of the contracting parties shall have notified to the other, its intention to terminate it.

Done in duplicate and signed in Washington on the second day of July, in the year of our Lord 1884; and in Bridgetown on the 24th day of April in the year of our Lord 1884.

[SEAL.]

WALTER Q. GRESHAM,  
*Postmaster-General of the United States.*

[SEAL.]

WILLIAM ROBINSON,  
*Governor-in-Chief of the Windward Islands.*

I hereby approve the foregoing Convention and in testimony thereof I have caused the Seal of the United States to be hereto affixed.

CHESTER A. ARTHUR.

By the President.

[SEAL.] FREDK. T. FRELINGHUYSEN,  
*Secretary of State.*

WASHINGTON, *July 11th, 1884.*



A.

List No. ———.

Stamp of  
New York  
office.

SIR: I have the honor to transmit to you herewith, in duplicate, a list containing a detailed statement of the sums received in the United States since my last despatch, (List No. ———), for orders payable in the Windward Islands, amounting in the aggregate to \$————, = £———— s—— d——.

Be pleased to examine, complete and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant,

To the POSTMASTER OF BARBADOES,  
Bridgetown.

.....  
Postmaster, New York.

6981 P M G——40



**MONEY-ORDER CONVENTION WITH WINDWARD ISLANDS. 627**

A.

**GENERAL POST-OFFICE, BARBADOS,**

**Bridgetown, ....., 188 .**

SIR: I have examined this list of money-orders, from No. .... to No. ...., inclusive, for sums received in the United States for payment in Barbadoes and the Windward Islands, amounting in the aggregate to \$....., and which is to be paid to the net amount of £ ..... s. .... d.

**The said list was found to be correct, with the following exceptions:**

**I am, sir, your obedient servant,**

**Postmaster of Barbadoes.**

**To the POSTMASTER,**  
***Money-Order Exchange Office, New York.***









F.

BALANCE.

To credit of Barbadoes Office.				To credit of United States Office.		
Amount of international orders issued in the United States . . . . . ½ of one per cent. on amount of such issues . . . . .	£	s.	d.	Amount of international orders issued in Barbadoes, &c. . . . . ½ of one per cent. on amount of such issues . . . . .	\$	c.
Deduct amount of void orders of U. S. issue as per table . . . . . Deduct amount of international orders repaid in U. S., as per table . . . . .	£	s.	d.	Deduct amount of void orders of Barbadoes, &c., issue, as per table . . . . . Deduct amount of international orders repaid in Barbadoes, &c., as per table . . . . .	\$	c.
Total deduction . . . . . United States credit converted at \$4.87 to the pound to be deducted . . . . .				Total deduction . . . . . Barbadoes credit converted at \$4.87 to the pound to be deducted . . . . .		
Balance to credit of Barbadoes Office . . . . .				Balance to credit of U. S. Office . . . . .		
Paid on account by the Office of the United States . . . . . Dates:	£	s.	d.	Paid on account by the Office of Barbadoes . . . . . Dates:	\$	c.
Balance remaining . . . . .				Balance remaining . . . . .		

The within account exhibits a total balance of ....., which, after deduction of the payments on account, as therein stated, leaves a balance remaining of ..... due to the ..... Office.

.....,  
Postmaster of Barbadoes.

The above statement of account is accepted with a balance of ..... due to the ..... Office.

.....,  
Auditor of the Treasury for the Post-Office Department.

Washington, ....., 188.

The payment on account of ....., having been receipted by special vouchers, the receipt of the balance remaining of ..... is hereby acknowledged.  
....., 188..

.....,  
.....



MONEY-ORDER CONVENTION WITH WINDWARD ISLANDS. 633

F.

No. ....  
GENERAL POST-OFFICE, BARBADOES,  
Bridgetown, ..... 188 .

SIR: The lists of International Money-Orders which the Bridgetown Exchange Office has transmitted to the New York exchange Office, from ..... to ..... 188 , amount to the sum of ..... \$.....

The Lists transmitted by the New York Office to the Bridgetown Office during the same period amount to £....., equivalent to..... \$.....

Difference ..... \$.....

On account of which the Barbadoes Office has already paid the following sums, viz:

..... 188 ,	..... \$ .....
..... 188 ,	..... \$ .....
..... 188 ,	..... \$ .....
..... 188 ,	..... \$ .....
.....	..... \$.....

Difference remaining ..... \$ .....

Particulars: In accordance with the terms of Article 12 of the Convention of ..... 188 , the sum of \$..... is herewith transmitted, as per particulars in the margin, the receipt of which you will be pleased to acknowledge in due form.

.....  
Postmaster of Barbadoes.

To the POSTMASTER-GENERAL OF THE UNITED STATES, Washington.

G.

No. ....  
POST-OFFICE DEPARTMENT,  
Washington, D. C. .... 188 .

SIR: The Lists of International Money-Orders, which the Exchange Office of New York has transmitted to the Exchange Office at Bridgetown from ..... to ..... 188 , amount to the sum of ..... £.....

The Lists transmitted by the Exchange Office at Bridgetown to the New York Office during the same period amount to \$....., equal to..... £.....

Difference ..... £.....

On account of which the United States Office has already paid the following sums:

..... 188 ,	..... £ .....
..... 188 ,	..... £.....
..... 188 ,	..... £.....
..... 188 ,	..... £.....

Difference remaining..... £.....

Particulars: In accordance with the terms of Article 12 of the Convention of ..... 188 , the sum of £ ..... is herewith transmitted, as per particulars in the margin, the receipt of which you will be pleased to acknowledge in due form.

.....,  
Superintendent Money Order System.

To the POSTMASTER OF BRIDGETOWN, BARBADOES.



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**REPORT**  
**OF THE**  
**SUPERINTENDENT OF FOREIGN MAILS**  
**TO THE**  
**POSTMASTER-GENERAL**  
**FOR**  
**1884.**

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R E P O R T  
OF  
THE SUPERINTENDENT OF FOREIGN MAILS.

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POST-OFFICE DEPARTMENT,  
OFFICE OF FOREIGN MAILS,  
*Washington, D. C., November 15, 1884.*

SIR: I have the honor to submit the following report of the principal operations of the foreign mail service for the fiscal year 1884. Before entering upon its details, however, permit a brief tribute to the official worth and private virtues of my predecessor in this office, the late Joseph H. Blackfan, whose death, occurring in November, 1883, terminated a public service in this Department of more than thirty years, distinguished by so much fidelity, integrity and ability as to command the respect and confidence of his official superiors, and by a courteous performance of duty which endeared him to all having official relations with him.

WEIGHT OF MAILS.

The total weight of the mails dispatched during the year to countries and colonies of the Universal Postal Union, the Dominion of Canada excepted, was 1,215,572,391 grams, or 2,679,851 pounds—an increased weight over the preceding year of 146,861 pounds. The weight of the letter and post-card mails was 225,841,232 grams, or 497,889 pounds, and of the printed matter and sample mails 989,731,159 grams, or 2,181,961 pounds—an increased weight, as compared with the preceding year, of 16,412 pounds of letters and post cards, and 130,448 pounds of printed matter and samples.

Of the letters and post cards dispatched, 198,050 pounds (39.77 per cent.) were sent in mails to Great Britain and Ireland, 115,193 pounds (23.14 per cent.) to Germany, 141,759 pounds (28.86 per cent.) to other countries of Europe and to Asiatic Turkey, and 43,887 pounds (8.23 per cent.) to other Postal Union countries and colonies.

Of the printed matter and samples dispatched, 892,796 pounds (40.92 per cent.) were sent in mails to Great Britain and Ireland, 377,140 pounds (17.28 per cent.) to Germany, 450,816 pounds (20.65 per cent.) to other countries of Europe and to Turkey in Asia, and 461,209 pounds (21.15 per cent.) to other Postal Union countries.

Compared with the weights of mails dispatched during the preceding year, the increase of letter and post-card mails was 3.41 per cent., and of printed matter and sample mails 6.36 per cent.

The following table shows the percentages of the correspondence dispatched by countries:

Countries.	Letters and post cards.	Prints and samples.
	<i>Per cent.</i>	<i>Per cent.</i>
Great Britain.....	39.77	40.92
Germany.....	23.14	17.28
France.....	5.51	5.86
Sweden.....	5.43	3.04
Italy.....	3.63	2.47
Norway.....	2.92	1.74
Austria.....	2.84	1.59
Switzerland.....	1.85	1.86
Russia.....	1.50	.61
Denmark.....	1.49	.64
Netherlands.....	1.17	.86
Belgium.....	.82	1.05
Spain.....	.58	.87
Portugal.....	.33	.24
Turkey.....	.18	.49
Cuba.....	1.67	2.70
Porto Rico and other West Indies.....	1.38	3.20
Hawaiian Islands, Japan, Hong-Kong, Shanghai, Manila, Tahiti, Marquesas Islands, Java, Straits Settlements, New Caledonia, Cochin China.....	1.65	3.60
United States of Colombia and other Central American countries.....	1.08	2.83
Brazil and other South American countries.....	1.33	4.12
Mexico.....	1.02	4.27
Newfoundland, Islands of St. Pierre and Miquelon....	.10	.43

Reference is made to the tables accompanying the report of the Auditor of the Treasury for the Post-Office Department for the separate weights of the mails dispatched to the several countries of the Postal Union.

The number of letters exchanged with countries and colonies not embraced in the Postal Union, including 187,582 sent to British Columbia and Nova Scotia by sea, was 198,157, of which number 375,380 were sent to and 22,777 received from such countries.

Compared with the preceding year, these figures show an increase in the number of letters sent of 7,350, and a decrease in the number received of 19,793; but this decrease is apparent only, and results from the fact that no record is made in the United States of letters received from Canada by maritime services.

#### COST OF THE FOREIGN MAIL SERVICE.

The sums reported for payment on account of sea transportation of the mails dispatched to and received from foreign countries during the year amounted to \$327,207.91, to which sum there is to be added \$5,013.30, the amount credited to France in the quarterly accounts with the French postal administration for the conveyance of United States mails during the year, by French contract packets, from New York to Havre. These amounts combined make, as the total cost of the maritime service for the fiscal year, \$332,221.21, \$275,962.74 of which were for the transatlantic, \$19,125.78 for the transpacific, and \$37,132.69 for the West Indian, Mexican, Canadian, Newfoundland, and Central and South American services. The expenditures of the year on this account exceeded those of the previous year \$15,699.08, or nearly 5 per cent. Particulars of these services are appended in statement marked A.

The transit and postage accounts relative to the exchanges of the year have been only partially adjusted and settled with other administrations. In the settlements thus far made of such accounts, \$30,379 have been allowed to other administrations, and this Department has

received credit for the sum of \$105,623.51, of which \$102,867.42 represents the credit by the British office for the territorial transit of British and Australian closed mails during the fiscal year 1883-'84.

The expenditures (chargeable to the foreign mail service) on account of the United States postal agencies at Shanghai, China, and Panama, United States of Colombia, for office rent, clerk hire, portorage of mails, and other miscellaneous items, amounted during the year to \$1,773.15 for the Shanghai agency, and \$840 for the Panama agency—in all, \$2,613.15. From this amount it is proper, however, to deduct the sum of \$330, collected as box rents by the Shanghai agent, and debited against him in his accounts with the Department, leaving the net cost of the two agencies for the year \$2,283.15.

The amounts estimated as necessary for appropriation for foreign mail service for the fiscal year 1885-'86 are as follows :

For ocean transportation of mails .....	\$425, 000
For balance due foreign countries, including the United States' portion of the expenses of the International Bureau of the Postal Union, and the subscription of the Department for copies of the monthly journal of the Union, "l'Union Postale" .....	75, 000
Total .....	\$500, 000

The above estimate for ocean transportation is based, like those for the transportation of previous years, upon the allowance of the sea postages only. If, in pursuance of section 4009, Revised Statutes, the full sea and inland postages be allowed and paid for the conveyance of the mails by all United States vessels, additional provision by Congress will be required.

FOREIGN MAIL STATISTICS.

*Estimate of the amount of mail matter exchanged during the fiscal year ended June 30, 1884, based upon the count of such matter exchanged during seven days in October, 1883, and seven days in April, 1884, as made at United States exchanging post-offices in pursuance of the Postmaster-General's order of September 10, 1879.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.	Percentage of sent.	Percentage of received.
Number of prepaid letters.	32, 528, 240	26, 990, 099	59, 518, 339	5, 538, 141		54. 66	45. 34
Number of unpaid and insufficiently paid letters..	645, 986	1, 321, 214	1, 967, 200		675, 228	32. 84	67. 16
Number of free-of-postage letters.....	153, 788	92, 722	246, 510	61, 066		62. 39	37. 61
Total number of letters ...	33, 828, 014	28, 404, 035	61, 732, 049	4, 923, 979		53. 99	46. 01
Total number of single rates .....	36, 755, 982	31, 503, 330	68, 259, 262	5, 252, 602		53. 84	46. 16
Number of postal cards...	1, 672, 458	1, 288, 673	2, 961, 131	383, 785		56. 48	43. 52
Number of packets of newspapers, other printed matter, and business papers .....	20, 712, 464	21, 747, 784	42, 460, 248	1, 035, 320		48. 78	51. 22
Number of packets of samples of merchandise.	297, 048	519, 561	816, 609		222, 513	36. 38	63. 62
Number of registered articles .....	574, 576	666, 971	1, 241, 547		92, 395	46. 28	53. 72
Number of demands for return receipts .....	11, 916	19, 375	31, 291		7, 459	38. 08	61. 92
Prepaid postages on letters .....	\$1, 511, 947 80						
Prepaid postages on printed matter .....	\$468, 298 46						
Registration fees paid on packets sent.....	\$57, 457 60						
Unpaid postages on letters, printed matter, &c .....	\$25, 843 97	\$134, 481 17	\$160, 325 14		\$108, 637 20	16. 12	83. 88

From the foregoing statement it appears:

1. That of the correspondence exchanged 53.99 per cent. of the letters, 56.48 per cent. of the post cards, 48.78 per cent. of the newspapers, other prints and business papers, and 36.38 per cent. of the samples of merchandise were dispatched from the United States.

2. That 97.6 per cent. of the letters sent to foreign countries were fully prepaid, that 1.9 per cent. were unpaid or insufficiently prepaid, and that .45 per cent. were free of postage.

3. That 95 per cent. of the letters received in the United States from foreign countries were fully prepaid, that 4.65 per cent. were unpaid or insufficiently prepaid, and that .35 per cent. were free of postage.

4. That of the total number of postal articles sent, 59.51 per cent. were letters; 2.98 per cent. were postal cards; 36.98 per cent. were newspapers, other prints and business papers, and .53 per cent. were samples of merchandise.

5. That of the total number of postal articles received 54.66 per cent. were letters, 2.48 per cent. were postal cards, 41.85 per cent. were newspapers, other prints and business papers, and 1 per cent. were samples of merchandise.

6. That the estimated amount of postages collected in the United States on unpaid and partially prepaid mail matter received from other countries was nearly 84 per cent. of the total unpaid postages, and exceeded the estimated amount of unpaid postages on the mail matter sent to other countries in the sum of \$108,637.20.

7. That the estimated total postages and registration fees collected in the United States on the mails exchanged with foreign countries, less the postages collected on post cards sent, which the statistical data obtained does not show, amounted to \$2,198,029.

#### EXTENSION OF THE POSTAL UNION.

1. The regimen of the Universal Postal Union has been extended during the year to Assab, Abyssinia, on the bay of that name on the Red Sea, by the establishment there of an Italian post-office, and to Obock, on the east coast of Africa, by the establishment at that place of a French colonial post-office.

2. The territory embraced in Patagonia, Terra del Fuego, and the adjacent islands, including Isla de Estados, which was partitioned between the Argentine Republic and Chili in 1881 by treaty, has, in consequence of this division, become Postal Union territory.

The application for entrance into the Postal Union of Cape Colony, South Africa, noticed in the report of my predecessor for 1883, together with the application, subsequently made by the Government of Great Britain, for the admission of the colonies of Victoria, New South Wales, South Australia, and Tasmania, on special conditions similar to those proposed for Cape Colony, have been referred for decision to the Postal Congress to be held in Lisbon in February next.

#### MODIFICATIONS OF POSTAL ARRANGEMENTS.

Paragraph 7 of Article XXX of the Regulations of Detail and Order for the execution of the Paris Convention has been modified, to take effect July 4, 1884, to read as follows:

7. In the questions to be decided by unanimous assent, or by the majority of the Union administrations, those administrations which, have not sent in their replies within the maximum delay of six months' counting from the date of circular of the International Bureau in which



the questions have been submitted, are considered as expressing no opinion.

Paragraph 10 of Article XXXII, of the same Regulations, has also been modified, to take effect August 1, 1884, as follows:

10. The post-offices which the Japanese administration has established at Shanghai, China, at Fusampo, at Genzanshin, and at Jinsen, Corea.

By vote of the administrations of the Union it has been determined that, from October 1, 1884, Article XVII of the Paris Regulations, which defines "printed matter" for Postal Union exchanges, shall be construed as assimilating with the articles of printed matter enumerated in said article raised drawing models on pasteboard.

With respect to this decision, the postal administrations of Russia and Sweden have given notice that the drawing models in question are excluded from their postal exchanges with other countries because of the liability of such articles to customs duties.

Under the act of Congress approved June 9, last, reducing to 1 cent per 4 ounces or fraction thereof the United States postage on second-class matter sent by others than publishers or news agents, the postage charge on such matter mailed in the United States and addressed to the Dominion of Canada was similarly reduced, the postal arrangement with Canada providing for the application of the domestic postage rates of each country to the prepaid international mail matter exchanged between them, samples of merchandise excepted.

A special agreement was concluded January 2, last, with the postal administration of the Argentine Republic, which went into operation February 1, 1884, by which the limits of weight and the dimensions of packets of samples of merchandise exchanged in the mails between the two countries were increased to 350 grams (12 ounces) in weight, 30 centimeters (12 inches) in length, 20 centimeters (8 inches) in breadth, and 10 centimeters (4 inches) in depth.

Similar agreements are now in force between the United States and Great Britain, France, Belgium, and Switzerland.

The special postal convention with Mexico, the terms of which have been arranged, and which is intended to be put into operation on January 1 next, if ratified by the Mexican Government and approved by the President of the United States, was designed to secure to postal exchanges between the two countries the fullest possible advantages of existing and prospective international railway communication, by making the domestic postal systems of the respective republics the basis of the exchange, instead of the somewhat cumbersome methods of the Postal Union regulations, the application of which, in the international relations of contiguous countries, occasions delay of the mails at frontier exchanging post-offices for special treatment.

The principal provisions of this convention are as follows:

1. The application of the domestic postage rates and conditions of the United States to all mail matter sent therefrom addressed to Mexico, excepting samples of merchandise, ores, &c., which, while subject to United States domestic rates, will be limited in weight and size of packets to 12 ounces weight, and 12 by 8 by 4 inches in dimensions, in order to restrict exchanges of packets of such articles to those not having salable value and consequent liability to customs duties and detentions, on that account, in the country of destination.

2. The application to mail matter sent from Mexico, addressed to the United States, of the Mexican domestic conditions (except for packets of samples of merchandise, which are to be limited in weight and size as above stated), and the following rates of postage, which are consider-

ably lower than the rates applicable to the same matter in the Mexican interior postal service:

Letters, per 15 grams, 6 cents. Post cards, each, 3 cents. Second-class matter, 4 cents per 480 grams=17 ounces, nearly. Third and fourth-class matter, including samples of merchandise, &c., 2 cents per 50 grams=2 ounces, nearly.

3. Registration of all mail-matter at a fee of 10 cents per packet in both countries.

Second, third, and fourth class matter embrace generally, in Mexico, the articles so classed in the United States, but in Mexico commercial or business papers, which are first class in the United States, are third class.

4. The postage rates to be levied under this convention are never to exceed the domestic postage rates of either country.

5. All unpaid postages on first-class matter are to be collected and retained by the country of destination.

6. No charge is to be made by the country of destination on official correspondence exempt from postage in the country of origin.

7. Request letters are to be returned directly to senders at the expiration of the time indicated for their retention, and card letters after thirty days from the date of receipt.

8. Each country is to furnish the gratuitous use of its territory and postal services for the conveyance of the domestic mails of the other passing in closed pouches from one point to another of the country of origin.

#### EXPEDITION OF MAILS.

The system, now in vogue, of dispatching transatlantic mails from New York by those of the steamers tendered for mail conveyance which promise the earliest delivery of the correspondence, regardless of the dates of sailings, has given great satisfaction in this country, and provoked much favorable comment in England. There can be little doubt that the example thus set by this Department will be followed at a not distant date by the British post-office with regard to the mails forwarded from and via England to this country.

An extension of this principle may advantageously be applied with respect to the mails for France, the Netherlands, and Belgium, now forwarded by direct steamers from New York; to those from Boston for Great Britain, France, and Belgium, sent by Cunard steamers to and via England; to those for Great Britain and Belgium, forwarded direct from Philadelphia; and to those for Germany direct, dispatched from Baltimore. The steamers by which these mails are conveyed are much inferior in speed to those now available for mail conveyance from New York, and loss of expedition attends their use. The expense for territorial transit of some of these mails which would be involved by the change suggested would be comparatively small and of little importance in view of the advantage to be gained in expedition and the credit of the postal service.

Postal exchanges with Mexico have been much improved and expedited during the year by the use of Mexican postal services put into operation on the lines of railway in that country which connect with United States railway service at the frontier. The extension, in April last, to Mexico City of the Mexican Central Railroad has especially served to facilitate postal intercourse, furnishing, as it does, daily mail

connection between this country and the more populous portions of our sister republic.

A better acquaintance with Mexican interior post routes and distributing postal centers connecting with and located upon the main lines of Mexican railways is needed in our service in order to a more advantageous distribution of mails. Correct information on this point, the improvement of the Mexican railway postal service which experience will naturally bring about, and the putting into operation of the recently executed special postal convention between the two countries, now awaiting ratification by the Mexican Government and approval by the President of the United States, will produce most satisfactory results in the international postal and commercial relations of the two countries.

A steamship line between New Orleans and Colon (Aspinwall), via ports on the east coasts of Costa Rica and Nicaragua, recently started, has furnished an opportunity for dispatching mails once, and sometimes twice, a month direct to Greytown, Bluefields, Port Limon, and the United States of Colombia from New Orleans. The permanent establishment of this line, with an itinerary for regular dispatches not less frequently than semi-monthly, is anticipated, in which case it offers for mail matter originating in the south and southwest decided advantages in point of expedition over the service from New York to the ports named.

#### LEGISLATION NEEDED.

The repeal by the act of last session (chapter 121), to take effect April 1 next, of sections 3976 and 4203, Revised Statutes, cannot be otherwise than disadvantageous to public interests and embarrassing to the Department.

These laws, while providing that the clearance of vessels from United States ports shall depend upon their acceptance, conveyance, and proper delivery of mails offered by the Government and the officials named therein, have, so far as is known, furnished no other cause of complaint by owners or agents than the insufficiency of the compensation allowed by law for the carriage of the mails, and only in very rare cases has this objection been urged. It has not been claimed that vessels were detained awaiting mails at ports of embarkation, or that the conveyance and delivery of the mails has been attended with especial difficulty or inconvenience disadvantageous to the interests of the owners or agents of the vessels. The insufficiency of compensation is remedial by Congress.

Intimation has already been given of a purpose to take advantage of the repeal of these statutes by the refusal of at least one line to convey certain mails except upon terms prescribed by it.

Without the authority to contract for maritime mail services, or having such authority and being unable to secure contracts in the case of services of inconsiderable importance, or for any other cause, the Department must experience much difficulty, and public and commercial interests involved must suffer loss and inconvenience unless legislative relief be afforded.

In this connection, and as pertinent to the subject, reference is made to that portion of the Postmaster-General's Report for 1883 relative to the compensation of the sea and inland postages for the sea conveyance of United States mails by American vessels.

I recommend that Congress be asked to make the necessary provision to enable the Department to apply the law on that subject, contained in section 4009, Revised Statutes, to mail transportation performed by United States ships from the 1st of July last, inclusive.

The existing statutes fixing rates of postage on mail matter brought from abroad by vessels regularly employed in the conveyance of mails and by those not so employed, including the statute which authorizes the collection of double postage on "ship letters," need revision and modification in order to a more simple and uniform practice in the levy of postages and settlement for the sea conveyance of the mail matter, as well as to remedy the apparent injustice of collecting postage from the addressees of ship letters at double rates *according to the weight of the letters*, while paying for the sea conveyance at *so much per letter without reference to the weight*.

It would simplify the practice and give general satisfaction, I think, to so change the existing law as to apply the unpaid rates of the Postal Union to all mail matter received from countries not in postal relations with this, and also to mail matter received outside of the regular mails originating in countries which are in postal relations with the United States, allowing for the value of all uncanceled United States postal stamps applied to it, and providing for payment of the sea and inland postages as compensation for the conveyance by American vessels of the matter named in said statutes, and the sea postages only to other vessels for their conveyance of such matter.

I renew the recommendations which my predecessor made in his report of last year, and in previous reports, for a modification of section 17 of the act of March 3, 1879, to enable addressees to receive through the mail, in the same manner as books, other dutiable articles reaching the United States in mails from abroad, and for the participation of the United States with the other countries of the Postal Union in the exchange of post cards with paid reply.

#### SAN FRANCISCO AND AUSTRALIA MAIL SERVICE.

Attention is again invited to the mail steamship service between San Francisco and the Australian colonies. In presenting this subject in his report for 1883 the Postmaster-General alluded to a reported renewal of the contract under which this service has been performed for the Governments of New South Wales and New Zealand by the Pacific Mail Steamship Company, and a threatened discontinuance of the service should the United States fail to contribute to its maintenance. The renewed contract is for a term of two years from November 29, 1883. The subsidy payable under it to the contractors is £50,000 per annum, of which New Zealand contributes £31,250, and New South Wales £18,750. The contract contains the following clause:

The contractors will endeavor to obtain from the Government of the United States, or from other sources, a contribution on account of the amounts payable under this contract for carrying the said mails from Sydney to San Francisco, and from San Francisco to Sydney, and from Auckland to San Francisco, and from San Francisco to Auckland, equal to one-third of the total amount of the moneys payable hereunder for such services. And it is hereby expressly agreed that if any such contribution shall be obtained as aforesaid, the same shall be applied and go in reduction of the payments agreed to be made under this contract, and that, as between the Postmaster-General of New South Wales and the Postmaster-General of New Zealand, such reduction shall be divided equally between them in respect of the payments agreed

to be made under this contract. And it is hereby also expressly declared and agreed between the several parties hereto that if the contractors shall not succeed in obtaining such contribution, as aforesaid, it shall be lawful for the Postmaster-General of the colony of New South Wales to withdraw from this agreement at the end of twelve calendar months from the said twenty-ninth day of November, one thousand eight hundred and eighty-three, on giving three months' previous notice to the contractors of his desire so to do.

It is, however, stipulated that in the event of the withdrawal from the contract of New South Wales the contractors may be required to continue the service with New Zealand alone for the remainder of the contract term for £31,250 per annum.

I am, very respectfully, your obedient servant,

JAS. S. CRAWFORD,  
*Superintendent of Foreign Mails.*

HON. FRANK HATTON,  
*Postmaster-General.*

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*Statement showing the amounts recognized in payment of ocean mail transportation perfor during the fiscal year ended June 30, 1884.*

TRANSATLANTIC.

By Cunard line, 51 trips from New York.....	\$32,987 19	
By Cunard line, 39 trips from Boston .....	752 89	
		\$33,740 08
By Hamburg line, 43 trips from New York .....	24,075 09	
By Liverpool and Great Western line, 48 trips from New York.	51,026 45	
By North German Lloyd line, 93 trips from New York .....	\$86,645 14	
By North German Lloyd line, 39 trips from Baltimore .....	52 69	
		86,697 83
By White Star line, 52 trips from New York.....	34,330 22	
By Inman line, 47 trips from New York.....	29,754 37	
By Anchor line, 54 trips from New York.....	7,707 52	
By National line, 2 trips from New York .....	609 02	
By American line, 31 trips from Philadelphia .....	2,833 20	
By Canadian line, 50 trips .....	175 66	
		\$270,949 44

TRANSPACIFIC.

To Japan and Hong-Kong, China, and the East Indies, via Hong-Kong :

By Pacific Mail line.....	\$2,170 65	
By Occidental and Oriental line .....	1,695 23	
By vessel of other line .....	25	
		\$3,866 13

To Shanghai, China :

By Pacific Mail line.....	583 70	
By Occidental and Oriental line .....	481 18	
		1,064 88

To Australia, New Zealand, Hawaii, Fiji Islands, &c. :

By Pacific Mail line.....	12,095 40	
By vessels of other lines.....	2,099 37	
		14,194 77
		19,125 78



MISCELLANEOUS.

To and from the Isthmus of Panama, Central America, and the South Pacific:		
Outward mails .....	\$8,636 53	
Inward mails .....	68 78	
		\$8,705 31
To Mexico .....		7,271 37
To Cuba, Porto Rico, and other West India islands .....		12,122 40
To Brazil, Argentine Republic, Paraguay, and Uruguay .....		6,260 04
To Venezuela .....		759 70
To Canada .....		1,975 82
To Newfoundland .....		38 05
		37,132 69
Total .....		\$327,207 91

JAS. S. CRAWFORD,  
Superintendent of Foreign Mails.

SPECIAL POSTAL AGREEMENT BETWEEN THE UNITED STATES AND THE ARGENTINE REPUBLIC.

*Agreement between the United States and the Argentine Republic for increasing the limits of weight and the dimensions of packets of patterns of merchandise exchanged through the post between the two countries.*

The Post-Office Department of the United States and the Postal Administration of the Argentine Republic, desiring to facilitate the postal relations between the two countries, and in exercise of the power given to them under Article 15 of the Convention of the Universal Postal Union, concluded in Paris on the 1st of June, 1878, the undersigned, duly authorized by their respective Governments, have agreed as follows:

The limits of weight and the dimensions of packets of patterns of merchandise exchanged through the post between the United States on the one part, and the Argentine Republic on the other part, may be increased by the Postal Administration of the country of origin beyond those which have been fixed by Article 5 of the International Convention of 1st June, 1878, under the express reservation that such limits shall not exceed the following:

In weight .....350 grams.  
In dimensions . { 30 centimeters, length.  
                          { 20 centimeters, breadth.  
                          { 10 centimeters, depth.

L'Office Général des Postes des Etats Unis et l'Administration des Postes de la République Argentine, désirant faciliter les relations postales entre les deux pays, et usant de la faculté qui leur est laissée par l'Article 15 de la Convention de l'Union Postale Universelle, conclue à Paris le 1<sup>er</sup> Juin, 1878, les soussignés dûment autorisés à cet effet par leur Gouvernements respectifs sont convenus de ce qui suit:

Les limites de poids et de dimensions des paquets d'échantillons de marchandises échangées par la voie de la poste entre les Etats Unis d'une part et la République Argentine d'autre part, peuvent être portées par l'Administration des Postes du pays d'origine au delà de celles qui ont été fixées par l'Article 5 de la Convention Internationale du 1<sup>er</sup> Juin 1878 sous la réserve expresse que ces limites ne dépasseront pas, savoir:

Pour le poids .....350 grammes.  
Pour les di- { 30 centimètres en longueur.  
                  { 20 centimètres en largeur.  
                  { 10 centimètres en épaisseur.

The present Agreement shall take effect on the 1st day of February, 1884, and shall be terminable at any time on a notice by either office of one year.

In witness whereof the undersigned have executed the present Agreement.

Done, in duplicate, at Washington, the 2d day of January, 1884.

[SEAL.]

[SEAL.]

Le présent Arrangement sera exécutoire à partir du 1<sup>er</sup> Février 1884, et se terminera moyennant un avertissement donné une année à l'avance par l'un ou l'autre office.

En foi de quoi les soussignés ont exécuté le présent Arrangement.

Fait en double expédition à Washington le 2<sup>me</sup> Janvier 1884.

WALTER Q. GRESHAM,  
*Postmaster-General of the United States.*  
LUIS L. DOMINGUEZ,  
*Ministro de la República Argentina.*

I hereby approve the foregoing Agreement, and in testimony thereof I have caused the seal of the United States to be affixed hereto.

[SEAL.]

CHESTER A. ARTHUR.

By the President:

JOHN DAVIS,  
*Acting Secretary of State.*

WASHINGTON, January 3, 1884.





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**R E P O R T**

**OF THE**

**TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT**

**FOR**

**1 8 8 4 .**

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# REPORT

## OF THE

### TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

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POST-OFFICE DEPARTMENT, TOPOGRAPHER'S OFFICE,  
*Washington, D. C., October 27, 1884.*

**SIR :** During the past year the regular work of keeping up the exhibit of the mail service of the country on the maps and diagrams used by the officers and clerks in the several Bureaus, as well as furnishing the special aid of this office to the different branches of the Department, has been accomplished to the full capacity of the force employed.

For the daily use of the officers and corresponding clerks of the contract office and appointment office, the Postmaster-General, the general superintendent of the railway-mail service, and the topographer's office, 11 sets of diagrams, comprising 275 maps, are kept up, showing the actual state of the service at the beginning of each month throughout the entire country. There are also brought up, at longer intervals than a month, 8 sets of diagrams (200 maps) for reference in the under-named offices: Finance, money-order, post-office inspector, dead-letter, assistant attorney-general for Post-Office Department, and Sixth Auditor of the Treasury Department (located in the Post-Office Department building).

In procuring data for the original construction of and for additions to the post-route maps, 170 letters of inquiry have been addressed to engineers and other officers of railroads, in most cases with inclosure of a special tracing of the immediate surrounding country, made in this office, to facilitate their returning the exact lines of their roads, for transference to our maps. With the same view, 617 circular queries have been sent to postmasters to get the locations of their post-offices, in cases where the description in the data furnished through the appointment office is inadequate, or where definition of site and adjacent topography better than that on file is required.

The miscellaneous correspondence of the topographer, exclusive of the above-mentioned circulars, consisted of 3,090 letters. The number of letters received, exclusive of these returned circular queries, was 3,028.

The distribution of the post-route maps during the past year amounted to 12,878 sheets. Of these the greater part was issued to agents of the Department, including postmasters, officers and clerks of the railway-mail service, and inspectors; the remainder being furnished, at request, to Bureaus of other Governmental Departments, members of both houses of Congress, State authorities, educational and scientific institutions, libraries, &c. A large proportion (40 per cent.) of the maps distributed was backed with muslin and mounted on rollers or bound for portable use.

Maps have been furnished, in compliance with request, to the following Bureaus, namely:

*Treasury Department*: Bureau of Statistics; Director of the Mint; United States Coast and Geodetic Survey.

*War Department*: Office of the Secretary; Chief of Engineers, U. S. A.; Paymaster-General, U. S. A.; Quartermaster-General, U. S. A.; Chief Signal Officer, U. S. A.

*Department of the Interior*: General Land Office; Pension Office; Indian Affairs; Bureau of Education; United States Geological Survey.

Department of Justice.

Department of Agriculture.

National Board of Health.

There is appended hereto a detailed statement of the distribution of the post-route maps during the past year, with a side comparison with the distribution for the two preceding years.

The calls for certificates of distances required in the settlement of mileage accounts by officers of the public service, and in the adjustment of telegraph rates and pay for Governmental messages (attention to these calls being one of the duties of the topographer of this Department), have been, as usual, promptly answered. For this, 500 letters, including telegrams, have been answered, covering 794 queries.

The want of a new and revised edition of the "Tables of Distances," originally computed in this office, by direction of the Postmaster-General, in 1873, continues to be felt. These tables, though correct at that time, have long been obsolete, numerous new railroads and other changes in the intermediate routes having altered the total distances therein given. Applications are received almost daily from accounting officers of the Government and from others for statements or certificates of distances. Although many of these applications refer to dates twenty or more years ago, which always will require special research, yet a table of present distances would cover the greater part of the requests now referred to this office.

During the past year the production of successive editions of the post-route maps, by means of prints from lithographic stones, has continued to be satisfactory. These editions are furnished under contract, bi-monthly, the stones, before the printing of each edition, being brought up according to the corrected sheets prepared by the draughtsmen of this office.

New maps of the State of Florida and of the Territories of New Mexico and Arizona have been completed during the past year. To replace existing preliminary maps, drawings are in preparation for the map of Kansas and Nebraska, and for that of California and Nevada, and others will be taken up as required.

Arrangements have been made for providing at an early day, for the use of the general superintendent of the railway-mail service and his assistants, copies of a map showing the railway system of the United States and its connections with Canada and Mexico, on a scale sufficient for this purpose. Such a map, as giving a general view of the communications by land and water over this continent, will, it is expected, prove of much use in various Bureaus both of the Post-Office Department and of other Departments.

I respectfully submit that there be retained in the appropriation bill the proviso for the sales of maps, at cost, to the public, the proceeds to be used as a further appropriation. This will allow these sales being made without lessening the amount available for the work proper of the

office, and will thereby carry out the intention of the Committee of Congress in originally inserting the proviso in the bill.

I take pleasure in testifying to the general faithful and steady work of the employees of this office.

Very respectfully, your obedient servant,

W. L. NICHOLSON,  
Topographer, Post-Office Department.

Hon. FRANK HATTON,  
Postmaster-General.

*Detailed statement of the distribution of post-route maps during the year ending September 30, 1884, with comparison with the distribution during the two preceding years.*

To whom furnished.	Number of sheets during year ending—		
	September 30, 1884.	September 30, 1883.	September 30, 1882.
Officers and clerks of the Post-Office Department in Washington.	1, 181	1, 503	912
Postmasters .....	3, 818	1, 234	1, 043
The railway-mail service (besides special tracings and diagrams) ..	1, 807	1, 431	1, 571
Post-office inspectors .....	453	352	260
Officers of other Governmental Departments .....	2, 324	923	962
Miscellaneous, including members of the Senate and House of Representatives, Committees of Congress, State authorities and State libraries, foreign Governments, educational and scientific institutions, libraries and geographical publishers .....	3, 295	3, 490	3, 502
Total .....	12, 878	9, 023	8, 250

CONDENSED STATEMENT OF THE OPERATIONS OF THE TOPOGRAPHER'S OFFICE, POST-OFFICE DEPARTMENT, DURING THE YEAR ENDING SEPTEMBER 30, 1884.

*Diagrams.*

Number of diagrams kept up in detail (monthly) for reference in the following-named offices:

Contract office .....	125
Appointment office .....	75
Postmaster-General, general superintendent of railway-mail service, and topographer .....	75

Number of diagrams kept up at longer intervals than a month, for reference in the following-named offices:

First Assistant Postmaster-General, finance, money-order system, post-office inspector, dead-letter division, foreign mails, assistant attorney-general for the Post-Office Department, and Sixth Auditor .....	200
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Total of maps required to be kept up ..... 475

*Post-route maps.*

Sheets of post-route maps distributed ..... 12, 878

Of these 40 per cent. were backed and mounted on rollers, or bound in folio or octavo.

*Letters sent.*

Letters sent to railroad officers (in most cases with prepared tracing inclosed for return of information as to new lines and extensions) .....	170
Circular queries for locations, sent to postmasters .....	617
Certificates of post-route distances (letters, 377; telegrams, 123) .....	500
Miscellaneous letters .....	3, 090
	4, 377

*Letters received.*

Answers from postmasters to location-queries .....	617
Requests for certificates of post-route distances .....	500
Miscellaneous letters (including returns from railroad officers) .....	3, 028
	<hr/>
	4, 145

*Establishments and changes in post-offices.*

Reported by appointment office weekly, and entered in duplicate, by States, &c., for use of draughtsmen (averaging 106 cases weekly) .....	5, 525
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*Reports of changes in service received.*

Monthly reports from corresponding clerks of contract office, taken directly from books of record .....	168
Special reports from railway-adjustment division concerning additional and changed railway service .....	288
Daily reports (printed bulletins) .....	304
	<hr/>
	760

All the items reported have been promptly transferred to the working maps and sample sheets and to the correction sheets for the printer.

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**REPORT**  
**OF THE**  
**CHIEF POST-OFFICE INSPECTOR**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1884.**

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**REPORT**  
**OF THE**  
**CHIEF POST-OFFICE INSPECTOR.**

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**POST-OFFICE DEPARTMENT,**  
**OFFICE OF CHIEF POST-OFFICE INSPECTOR,**  
*Washington, D. C., October 28, 1884.*

**SIR:** I have the honor to transmit herewith some figures showing the work of post-office inspectors and of the office of mail depredations during the fiscal year last past.

It would be difficult, and perhaps hardly becoming, in a statement of this nature, to define specifically or to dwell at length upon the duties of inspectors. They are, in general, to look after the welfare of the service, to protect its rights and remedy its errors, and in so doing to keep in view the good of the public and lend their aid in perfecting the postal system.

I think I may be pardoned if I feel a just pride in speaking of the faithful manner in which the force has worked, and of the efficiency with which their duties have been performed.

In the course of the year, attention having been called to violations of the postal laws and regulations, arrests of parties so offending have followed, and this leads me to speak of

**ARRESTS AND CONVICTIONS.**

The arrests caused by post-office inspectors and others during the year numbered 756 of which 698 were for offenses which were tried in United States courts, and 58 in State courts. Of the former class of offenders there were 36 postmasters, 24 assistant postmasters, 31 clerks in post-offices, 8 railway postal clerks, 25 letter carriers, 25 mail carriers, 53 burglars, and 496 included all others for various offenses; 439 convictions were had, and 88 acquittals, while 151 are awaiting trial. Proceedings were dismissed in 14 cases, and 3 forfeitures of bail were taken. Three prisoners escaped.

In the State courts 58 proceedings were had, of which 34 were for burglaries and 24 for all other offenses. Of these, 33 convictions were had and 3 proceedings were dismissed, 10 offenders were left to be pros-

ecuted by their employers, and 12 are awaiting trial. This will appear more clearly from the following table:

SUBJECT TO JURISDICTION OF UNITED STATES COURTS.

Classification of offenders.		Disposition of cases.	
Postmasters .....	36	Convicted .....	439
Assistant postmasters .....	24	Acquitted .....	88
Clerks in post-offices .....	31	Escaped .....	3
Postal clerks and route agents .....	8	Forfeited bail .....	3
Letter carriers .....	25	Proceedings dismissed .....	14
Mail carriers .....	25	Awaiting trial .....	151
Other employés .....	4		
Burglars .....	53		
All others, for various offenses .....	492		
Total .....	698	Total .....	698

SUBJECT TO JURISDICTION OF STATE COURTS.

Burglars .....	34	Convicted .....	33
All other offenders .....	24	Turned over to employers .....	10
		Proceedings dismissed .....	3
		Awaiting trial .....	12
Total .....	58	Total .....	58

CASES REFERRED TO INSPECTORS AND ACTED UPON BY THEM.

Five hundred and four thousand and ten cases were referred to inspectors during the year. These are divided into depredation cases, miscellaneous cases, and foreign cases. The depredation cases include registered and ordinary cases, which subdivision applies as well to the foreign.

1. *Registered cases, Class A, 4,238.*—These refer to complaints of depredations upon domestic registered matter only. Foreign complaints will, for convenience, be treated separately further on. Of these complaints 943 letters with valuable contents were reported lost; 1,278 value not stated; 342 registered packets were reported lost; 297 became separated from the registered-package envelope; 1,147 cases of rifling letters and packages of their contents were reported; 45 complaints were of tampering, 84 of wrong delivery, and 50 of detention. Investigation of 2,501 of these complaints resulted as follows: 305 of the letters of value of which the contents were stated were found to have been delivered or satisfactorily accounted for, and 622 where the value was not given; in 220 cases the complaints of the loss of packages were found to have been incorrectly made; 190 of the packages lost from the registered-package envelopes were found to have reached their addresses in safety. Of the complaints of rifling 255 were shown upon investigation to have been falsely made. This class of complaint seems to be a growing one. Parties, either purposely or otherwise, omit to make an inclosure, and when the letter is received without it, although in perfect condition, they stoutly persist in claiming that the inclosure was made. On the other hand, parties addressed frequently attempt, from motives of their own, to deny the receipt of inclosures. This state of facts makes this class of complaints exceedingly difficult to investigate.

Of the complaints of tampering, investigation of 22 satisfactorily explained them. Of the complaints of wrong delivery, 48 were satis-

factorily accounted for and 29 detentions were fully explained. Investigation of 468 cases showed actual loss to have occurred. In this connection I will refer for a moment to the foreign registered cases. By foreign is meant the mails going to or coming from foreign countries. This office received 4,127 inquiries relating to foreign registered letters, including complaints of losses, rifling, tampering, wrong delivery, &c. These complaints originated both in this country and with foreign postal administrations.

Adding this sum to the domestic complaints received, 4,238, we have 8,365 complaints concerning the registered mail during the year. Of these, 6,433 were investigated and 1,932 are still undergoing investigation. Of the complaints investigated actual loss was found to have occurred in 516 cases. Now, assuming the proportion of loss to be as great in the complaints still undergoing investigation as in those investigated, we may state the total loss occurring during the fiscal year in the registered mail as approximately 672 pieces. Comparing this with the total number of pieces registered, 11,246,545, the proportion of loss will be seen to be very small. I would add that the losses were from all causes, as burning and robberies of post-offices, railway accidents and other unavoidable casualties, and ordinary thefts.

The amount of money recovered and returned to the owners in 772 registered cases was \$17,932.33.

*Ordinary cases, Class B, 33,668.*—For convenience, foreign complaints and inquiries concerning ordinary mail matter will be spoken of subsequently. This class of cases relates to ordinary mail matter and casualties of all kinds happening to the mails. Twenty thousand three hundred and seventy-seven ordinary letters were reported as lost, of which 14,641 were said to have contained inclosures, and 5,736 in which no mention was made of contents. Twelve thousand and seventy-eight ordinary packets (fourth-class matter) were reported as lost. Upon investigation, 1,809 letters and 1,101 packets were found to have eventually reached destination or were otherwise satisfactorily accounted for; 467 post-offices were reported to have been robbed and 278 to have been destroyed by fire; 23 highway robberies of the mail were reported and 24 postal cars were burned; 55 pouches were lost by mail carriers on star routes; 98 were stolen from stages, platforms, cranes, &c.; 7 were lost in floods and 26 were reported as cut and their contents rifled; 98 complaints were received of specific depredations on the ordinary mail by postmasters.

On account of losses in the ordinary mail the amount of money recovered and returned to the owners in 24 cases was \$266.48.

*Miscellaneous cases, Class C, 4,870.*—This class of cases includes all matter which does not relate to depredations upon the mails, and is very largely confidential in its nature. It is such as is referred by the other branches of the Department for information. Bonds of postmasters, location and practicability of star routes, inspection of postmasters' accounts, examining complaints of all sorts of violations of the postal laws by persons in the service, and others not purely depredations, are comprehended in this class.

The amount of money collected from delinquent postmasters and others and on account of fines and penalties amounted during the year to \$26,927.11.

*Foreign cases, Class F, 7,634.*—The whole number of cases reported upon allegations of loss and non-receipt between the United States and foreign countries during the fiscal year was 7,634, divided as follows: 3,507 ordinary articles of mail matter and 4,127 registered ar-

ticles. Of these reports more than 1,300 originated with England and British Possessions, nearly 1,400 with Germany, and about 1,450 with all other foreign countries, while the remainder, about 3,500, were of domestic origin. The number of foreign cases closed for the year is 8,281, of which 4,454 relate to registered articles and 3,827 to ordinary unregistered articles. Of the registered articles 99 remained unaccounted for, while of the ordinary cases 2,118 were closed without the losses being located. The approximate number of communications received from foreign countries for the year requiring translations were 6,000. The number of cases now awaiting replies from foreign countries is 900.

**RECAPITULATION OF CASES INVESTIGATED AND REPORTED UPON DURING THE FISCAL YEAR ENDING JUNE 30, 1884.**

Registered cases, including those referred in previous years .....	4,590
Ordinary cases, including those referred in previous years.....	28,930
Miscellaneous cases, including those referred in previous years.....	5,223
Foreign cases, including those referred in previous years .....	8,391
<b>Total .....</b>	<b>47,134</b>

I would add that the above figures indicate only the regular work sent out by the Department, but do not include the heavy correspondence which each inspector is obliged to conduct in the ordinary course of his duties.

Postmasters and the public are constantly making inquiries and complaints, which of necessity require immediate attention, and of which this office cannot take note. Especially is this the case with inspectors who are located in the large cities. The local work alone is generally sufficient to keep them busily engaged at all times. This fact should be considered with the data given in the report.

Very respectfully,

A. G. SHARP,  
*Chief Inspector.*

Hon. FRANK HATTON,  
*Postmaster-General.*

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**ANNUAL REPORT**  
**OF THE**  
**AUDITOR OF THE TREASURY**  
**FOR THE**  
**POST-OFFICE DEPARTMENT**  
**TO THE**  
**POSTMASTER-GENERAL**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1884.**



# REPORT

## OF THE

# AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, D. C., December 5, 1884.*

SIR: I have the honor to submit herewith the annual report of the receipts and expenditures of the Post-Office Department, as shown by the accounts of this office, for the fiscal year ending June 30, 1884.

### REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

#### Fiscal year 1884:

The revenues of the Department for the fiscal year ending June 30, 1884, were .....	*\$43,325,958 81
The expenditures for the service of the year were .....	46,404,960 65

Excess of expenditures .....	3,079,001 84
Amount of balances due by late postmasters charged to "bad debt" and "compromise" accounts.....	\$7,864 41
Amount of balances due by late postmasters charged to "suspense" account.....	591 42
	8,455 83

Deficiency for 1884 .....	3,070,546 01
This deficiency was supplied as follows:	
From surplus postal revenues of 1882.....	1,294,752 74
From surplus postal revenues of 1883.....	1,775,793 27
	3,070,546 01

#### Fiscal year 1883:

The surplus postal revenues accrued during 1883 unexpended at the close of the last annual report were.....	2,653,189 23
The amount paid for the service of 1883 during the last fiscal year was .....	650,560 23

	2,002,629 00
Of this surplus there was expended for the service of 1884, as shown in above account with that year .....	1,775,793 27

The balance available, which must be exhausted before aid can be asked from the general Treasury, is therefore .....	226,835 73
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#### Fiscal year 1882:

The surplus postal revenues accrued during 1882 unexpended at the close of the last annual report were.....	1,325,785 57
The amount paid for the service of 1882 during the last fiscal year was.....	31,032 83

The amount no longer available for the service of 1882, transferred to and expended for the service of 1884, as per above account with that year, is .....	1,294,752 74
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Fiscal year 1881 and prior years (claims):	
The amount appropriated by the act approved July 7, 1884 (Statutes last session, pages 259 and 262), placed with the Treasurer to the credit of the Department, was.....	\$95,476 99
The amount expended to September 30 last was.....	94,830 29
Balance available for claims.....	646 70
The amount appropriated by the act approved July 7, 1884 (Statutes last session, page 248), "to pay accounts in cases of salaries of postmasters and late postmasters readjusted and allowed under the act of March 3, 1883," placed with the Treasurer to the credit of the Department, was .....	
Amount expended to September 30 last .....	45,213 80
Amount expended to September 30 last .....	42,736 30
Balance available for such accounts .....	2,477 50
Fiscal year 1882 and prior years:	
The balance withheld by postmasters, under section 3861 Revised Statutes, as compensation for 1882 and prior years, in excess of appropriations, per accounts received and audited since last annual report, was .....	439 97

GENERAL REVENUE ACCOUNT.

Postal revenues of 1884.....	43,325,958 81
Expenditures for 1884.....	\$46,404,960 65
Expenditures for 1883.....	650,560 23
Expenditures for 1882.....	31,032 83
Expenditures for 1881 and prior years (claims).....	94,830 29
Expenditures for readjusted salaries of postmasters..	42,736 30
Expenditures for salaries of postmasters for 1882 and prior years.....	439 97
Total paid out .....	47,224,560 27
Add balances due by late postmasters charged to "bad debt," "compromise," and "suspense" accounts during the year .....	8,455 83
Aggregate expenditures .....	47,233,016 10
Excess of expenditures over revenues during 1884.....	3,907,057 29
Grants from the Treasury for 1881 and prior years (claims).....	95,476 99
Grants from the Treasury to pay readjusted salaries of postmasters.....	45,213 80
Total of grants.....	140,690 79
Excess of expenditures over all receipts during 1884.....	3,766,366 50
The balance standing to the credit of the general revenue account at the commencement of the fiscal year 1884 was .....	7,443,102 57
The balance standing to the credit of the same account at the close of the fiscal year was .....	3,676,736 07
Of which there was due by late postmasters { in suit,....	\$226,467 83
{ not in suit. ....	82,820 95
	309,288 78
	3,367,447 29



POSTMASTERS' QUARTERLY ACCOUNTS CURENT.

The net revenues of the Department from postages being the aggregate revenues at post offices for the fiscal year, less the compensation of postmasters and clerks and the contingent office expenses, were :

For the quarter ended September 30, 1883 .....	\$6, 313, 969 82
For the quarter ended December 31, 1883 .....	7, 115, 124 78
For the quarter ended March 31, 1884 .....	6, 604, 705 42
For the quarter ended June 30, 1884 .....	6, 011, 782 06
Total .....	26, 045, 582 08

The number of quarterly returns of postmasters received and audited, on which the above sum was found due the United States, was :

For the quarter ended September 30, 1883 .....	47, 029
For the quarter ended December 31, 1883 .....	48, 276
For the quarter ended March 31, 1884 .....	48, 405
For the quarter ended June 30, 1884 .....	48, 591
Total .....	192, 301

STAMPS SOLD.

The amount of stamps, stamped envelopes and wrappers, newspaper and periodical stamps, and postal cards sold, was :

For the quarter ended September 30, 1883 .....	\$10, 083, 509 53
For the quarter ended December 31, 1883 .....	10, 678, 674 22
For the quarter ended March 31, 1884 .....	10, 302, 166 01
For the quarter ended June 30, 1884 .....	9, 681, 503 90
Total .....	40, 745, 853 66

Amount of official stamps furnished the different Departments included in the above amount of stamps sold :

For the State Department .....	\$2, 440 00
For the War Department .....	103, 710 26
For the Treasury Department .....	20, 000 00
For the Interior Department .....	28, 000 00
For the Department of Agriculture .....	120 00

Total official stamps .....

154, 270 26

Total ordinary stamps sold .....

40, 591, 583 40

LETTER POSTAGES.

The amount of postages paid in money was .....

110, 875 02

Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts :

Kingdom of Great Britain and Ireland .....	\$93, 742 61
Dominion of Canada .....	12, 051 13
Republic of Mexico .....	2, 645 85
Republic of Chili .....	70 14
Republic of Guatemala .....	33 80
Empire of Russia .....	2 05
Republic of Venezuela .....	234 26
Kingdom of Norway .....	3 82
Kingdom of the Netherlands .....	5 53
Postal administration of Straits Settlements .....	11 67
Postal administration of the Bermudas .....	544 73
Postal administration of New South Wales .....	253 11
Postal administration of Curaçoa .....	121 88
Postal administration of British Honduras .....	52 87
Postal administration of Victoria .....	158 20
Postal administration of Jamaica .....	735 83

110, 667 48

Balance collected by postmasters .....

207 54

The following balances were paid and charged to the appropriation for balances due foreign countries :

Service of 1884 :	
Kingdom of Sweden .....	\$1,158 75
Republic of Switzerland .....	66 19
International Bureau, Berne, Switzerland .....	669 10
Total 1884 .....	<u>\$1,894 04</u>
Service of previous years :	
Kingdom of Belgium .....	11,698 84
Kingdom of Sweden .....	1,158 75
Republic of Mexico .....	607 76
Colony of St. Thomas (West Indies) .....	183 96
Total for previous years .....	<u>13,649 31</u>
Aggregate amount paid .....	<u>15,543 35</u>

#### MAIL TRANSPORTATION.

The amount charged to "transportation accrued" and placed to the credit of mail contractors and others for mail transportation during the fiscal year, was:

For the regular supply of mail routes .....	\$21,539,384 17
For the supply of "special" offices .....	54,293 53
For the supply of "mail messenger" offices .....	832,084 06
For the salaries of railway postal clerks .....	3,972,193 42
For the salaries and expenses of the superintendents of the railway mail service, and the expenses of the commission on railroad transportation .....	59,674 68
Total .....	<u>26,457,629 86</u>

#### FOREIGN MAIL TRANSPORTATION.

New York, Great Britain and Ireland, and countries beyond, via Great Britain .....	\$156,414 77
New York, Great Britain and Ireland, and Germany, and countries beyond .....	132,743 03
Philadelphia, Great Britain and Ireland .....	2,833 20
Boston, Great Britain and Ireland .....	752 89
Post-Office Department of Canada—English mail .....	175 66
New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Central and South America, Mexico, &c .....	35,118 82
New York and Newfoundland .....	38 05
Boston and Nova Scotia .....	258 57
Baltimore and Bremen .....	52 69
Upper Pacific Coast—local mail .....	1,949 74
San Francisco, China, Japan, Farther India, Australia, and South Sea Islands .....	19,125 78
Expenses of Government mail agent at Panama .....	840 00
Expenses of Government mail agent at Shanghai, China .....	2,776 55
	<u>353,079 75</u>
Total .....	<u>26,810,709 61</u>
The amount credited to transportation accrued and charged to mail contractors for overcredits, being for fines and deductions, was .....	220,380 61
The amount of fines and deductions remitted was .....	28,058 01
Net amount of fines and deductions .....	<u>192,322 60</u>
Net amount of transportation accrued .....	26,618,387 01
The amount paid during the year was .....	<u>25,359,816 57</u>
Excess of transportation accrued .....	<u>1,258,570 44</u>

## PACIFIC RAILROADS SERVICE.

Included in the above amount of transportation accrued are the following balances for the transportation of the mails over Pacific railroads which have either been certified to the Register of the Treasury or are suspended awaiting a decision as to their final disposition:

## Regular service, 1884:

Union Pacific Railway Company (old U. P. R. R. line), aided.....	\$448,575 16	
Union Pacific Railway Company (old Kans. Pac. line), aided portion .....	70,428 15	
Lines operated, leased, or controlled by U. P. R. W. Co., non-aided.....	174,921 04	
Central Pacific Railroad Company, aided portion.....	212,054 36	
Lines operated, leased, or controlled by C. P. R. R. Co., non-aided .....	206,658 75	
Sioux City and Pacific R. R. Company, aided portion.....	12,481 07	
Lines operated, leased, or controlled by S. C. and P. R. R. Co., non-aided .....	18,559 65	
	<hr/>	\$1,143,678 18

## Use of postal cars:

Union Pacific Railway Company (old U. P. R. R. line), aided.....	61,027 88	
Union Pacific Railway Company (old Kans. Pac. line), aided portion .....	8,698 22	
Lines operated, leased, or controlled by U. P. R. W. Co., non-aided .....	3,198 27	
Central Pacific Railroad Company, aided portion.....	28,467 13	
Lines operated, leased, or controlled by C. P. R. R. Co., non-aided.....	15,109 83	
	<hr/>	116,501 33

Total service of 1884 not paid.....	1,260,179 51
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## Regular service of previous years:

Lines operated, leased, or controlled by C. P. R. R. Co., non-aided....	10,391 46
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Total service not paid for .....	1,270,570 97
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## STATEMENT OF THE CONDITION OF ACCOUNTS OF LATE POSTMASTERS.

Balance due the United States brought forward from last report.....	\$355,812 14
Balance due the United States on account of postmasters becoming late during the fiscal year.....	83,270 50

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439,082 64

Amount collected during the year .....	\$116,471 89
Amount charged to "suspense" .....	5,457 56
Amount charged to "bad and compromise debts" .....	7,864 41
	<hr/>
	129,793 86

Balance remaining due United States .....	309,288 78
Of which there is in suit .....	226,467 83
Not in suit.....	82,820 95
	<hr/>
	309,288 78

Balance due late postmasters brought forward from last re- port .....	122,636 33
Amount becoming due during the fiscal year.....	99,167 22
	<hr/>
	221,803 55

Amount paid during the year.....	79,495 55
Amount credited to "suspense" .....	4,866 14
	<hr/>
	84,361 69

Balance remaining due late postmasters.....	137,441 86
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Amount in suit June 30, 1883 .....	\$210, 429 08	
Amount submitted for suit during the fiscal year.....	27, 050 84	
		\$237, 479 92
Of which there was collected during the year .....	6, 879 21	
Amount otherwise settled .....	4, 132 88	
		11, 012 09
Balance remaining in suit .....		226, 467 13
Amount of interest and cost collected in suit against late postmasters and sureties on postal accounts .....		781 05

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1884.

Accounts.	Quarter ended September 30, 1883.	Quarter ended December 31, 1883.	Quarter ended March 31, 1884.	Quarter ended June 30, 1884.	Aggregate.
Letter postage .....	\$39, 016 15	\$1, 021 67	\$47, 436 28	\$23, 400 92	\$110, 875 02
Box rents and branch offices.	462, 100 37	464, 560 56	482, 109 97	495, 281 67	1, 904, 052 57
Fines and penalties .....	3, 498 00	5, 752 75	1, 823 50	10, 055 87	21, 130 12
Postage-stamps, stamped envelopes and wrappers, and postal cards .....	10, 083, 509 53	10, 678, 674 22	10, 302, 166 01	9, 681, 503 90	40, 745, 853 66
Dead letters .....	1, 699 01	2, 306 16	3, 412 92	2, 201 10	9, 619 19
Revenue from money-order business .....				507, 323 81	*507, 323 81
Miscellaneous .....	6, 044 65	7, 301 24	6, 619 63	7, 133 92	27, 104 44
Total.....	10, 595, 867 71	11, 159, 616 60	10, 843, 568 31	10, 726, 906 19	*43, 325, 958 81

\* This amount is \$12,168.27 less than was reported at the date of the annual report of the Postmaster-General. By working the money-order force night and day, what was supposed to be the true amount of the money-order revenues was arrived at and reported, but the final proofs disclosed a discrepancy after the Department report had been submitted and printed. The true revenue for the year is given in the above table.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1884.

Appropriations.	Quarter ended September 30, 1883.	Quarter ended December 31, 1883.	Quarter ended March 31, 1884.	Quarter ended June 30, 1884.	Total expendi- tures on ac- count of 1884	Expended on account of pre- vious years.	Aggregate expenditures.
Postmaster	948,694 63	942,262 19	944,155 60	951,286 12	948,398 54	\$1,840 23	\$188,238 77
Postmaster's assistant	122 50	225 30	338 49	501 96	1,268 25	225 18	1,513 44
Postmaster's clerk	7,216 86	8,628 60	8,234 04	4,834 90	18,915 09	309 91	19,225 00
Postmaster's messenger	37 72	.....	1,039 70	73 97	1,151 39	.....	1,151 39
Postmaster's runner	2,808,654 19	2,744,377 56	2,838,040 46	2,732,808 66	11,263,830 67	5,950 98	11,269,781 65
Postmaster's runner of the	1,136,265 93	1,151,494 20	1,192,676 55	1,252,729 72	4,735,058 42	30,369 97	4,765,428 39
Postmaster's runner of the	644,322 53	674,545 51	689,669 03	685,668 55	2,704,206 52	2,528 24	2,706,734 80
Postmaster's runner of the	10,066 68	5,803 37	1,973 89	7,054 24	24,898 18	.....	24,908 18
Postmaster's runner of the	19,326 00	9,878 80	10,348 90	23,444 71	62,986 41	.....	62,998 41
Postmaster's runner of the	2,920 56	2,369 26	2,068 83	3,312 13	10,670 32	.....	10,670 32
Postmaster's runner of the	10,850 20	285 40	68 60	8,794 15	19,998 35	.....	19,998 35
Postmaster's runner of the	108,091 54	109,799 58	104,801 25	112,612 11	430,204 58	166 48	430,371 06
Postmaster's runner of the	775 53	2,373 01	3,760 94	2,787 48	9,690 96	2,580 96	12,271 92
Postmaster's runner of the	31,844 05	11,412 01	11,744 94	4,967 23	59,968 23	1,808 73	61,776 96
Postmaster's runner of the	13,054 23	14,804 60	13,184 63	16,215 63	57,269 09	2,243 18	59,512 27
Postmaster's runner of the	2,988,051 19	3,005,846 40	3,020,219 52	3,108,503 15	12,131,950 35	621,100 14	12,753,050 49
Postmaster's runner of the	152,616 31	149,656 34	128,263 06	145,784 70	576,760 41	651 66	577,412 07
Postmaster's runner of the	1,308,129 29	1,260,257 40	1,233,857 33	1,271,920 14	5,074,164 16	85,255 75	5,159,419 91
Postmaster's runner of the	378,761 09	392,437 72	394,067 48	409,783 71	1,575,000 00	10,697 29	1,585,697 29
Postmaster's runner of the	46,205 31	46,205 31	46,205 31	46,205 31	184,821 24	.....	184,821 24
Postmaster's runner of the	972,263 52	968,944 94	1,001,869 41	906,219 33	3,871,357 20	551 89	3,871,909 09
Postmaster's runner of the	189,901 51	215,348 17	206,964 81	212,725 71	824,839 70	7,244 36	832,084 06
Postmaster's runner of the	1,176 00	10,036 48	5,811 52	300 00	18,226 00	15,716 52	33,942 52
Postmaster's runner of the	101,288 63	62,222 45	26,751 61	16,789 40	217,052 09	197 70	217,249 79
Postmaster's runner of the	.....	.....	9,000 00	.....	9,000 00	.....	9,000 00
Postmaster's runner of the	61 90	116 80	200 34	18 20	396 94	.....	396 94
Postmaster's runner of the	32,577 05	32,559 34	37,161 95	33,576 13	135,874 47	3,895 63	139,770 10
Postmaster's runner of the	1,735 00	1,772 45	1,803 26	1,456 76	6,757 40	.....	6,757 40
Postmaster's runner of the	140,925 84	170,821 44	203,443 51	104,040 32	619,231 21	.....	619,231 21
Postmaster's runner of the	3,740 00	4,009 08	3,740 00	3,862 64	15,351 72	.....	15,351 72
Postmaster's runner of the	55,486 76	50,426 13	46,749 11	44,804 23	197,466 83	.....	197,466 83
Postmaster's runner of the	1,706 00	1,716 30	1,696 00	1,703 80	6,822 70	.....	6,822 70
Postmaster's runner of the	26,012 22	23,218 56	30,025 96	23,574 10	102,830 88	.....	102,830 88
Postmaster's runner of the	447 67	378 38	337 37	431 46	1,614 86	31 36	1,646 24
Postmaster's runner of the	1,394 75	145 00	.....	423 60	1,963 35	.....	1,963 35



No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1884, by States.

RECEIPTS AND EXPENDITURES BY STATES.

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States and Territories.	Receipts.				Expenditures.					Excess of expenditures over receipts.	Excess of receipts over expenditures.
	Waste paper and twine.	Box-rents and branch offices.	Postage-stamps, stamped envelopes, and postal cards.	Total receipts.	Compensation of post-masters.	Clerks for offices, rent, light, and fuel, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of postal railway clerks and mail messengers.	Transportation by States.	Total expenditures.	
Maine.....	\$98 46	\$28,990 08	\$530,587 87	\$559,676 41	\$234,038 85	\$90,599 68	\$20,642 71	\$52,895 21	\$239,808 27	\$608,004 72	\$48,328 31
New Hampshire.....	135 61	20,192 86	819,224 15	339,552 62	152,343 88	25,426 35	11,791 73	22,687 40	109,204 86	321,494 22	\$18,058 40
Vermont.....	87 60	14,162 77	294,029 10	308,279 47	151,363 35	19,499 95	4,260 50	18,555 66	148,489 76	342,189 22	33,909 75
Massachusetts.....	1,557 89	133,803 85	2,735,015 25	2,870,976 99	433,188 03	390,387 38	342,871 35	310,076 29	477,547 32	1,954,070 37	916,906 62
Rhode Island.....	135 96	21,020 00	296,693 32	317,849 28	52,283 86	37,309 67	45,986 85	10,137 05	47,513 03	193,211 06	124,638 22
Connecticut.....	313 35	56,902 64	751,300 64	808,516 63	212,518 58	91,646 49	44,431 08	58,046 84	266,409 73	673,052 72	135,463 91
New York.....	6,645 07	209,272 22	7,685,837 77	7,901,755 06	994,748 49	1,236,954 54	860,351 76	475,615 28	2,021,389 75	5,589,050 82	2,312,695 24
New Jersey.....	288 42	37,530 81	863,363 08	901,182 31	257,560 47	74,011 21	95,095 60	35,511 18	295,486 26	757,664 72	143,517 59
Pennsylvania.....	1,311 53	115,011 60	3,737,349 98	3,853,673 11	862,632 52	479,235 97	514,163 41	361,494 95	1,075,468 45	3,292,905 30	560,677 81
Delaware.....	28 36	2,063 49	93,524 13	95,615 98	32,600 96	8,259 50	9,974 37	6,655 73	29,962 52	87,453 08	8,162 90
Maryland.....	281 23	13,322 80	724,563 63	738,147 66	139,550 86	115,264 73	105,671 46	63,165 50	440,397 55	864,050 10	125,862 44
Virginia.....	68 57	16,394 40	614,690 12	631,153 09	272,064 15	60,633 28	31,924 96	63,290 56	612,213 04	1,040,125 99	408,972 90
West Virginia.....	65 66	7,575 72	219,919 40	227,560 78	115,813 48	18,836 60	7,834 59	24,162 17	137,834 04	304,480 18	76,920 10
North Carolina.....	87 10	11,713 75	307,962 78	319,703 63	170,499 51	24,639 68	4,030 00	30,932 21	246,854 19	526,955 59	207,191 96
South Carolina.....	52 86	9,082 11	241,135 43	250,270 40	110,537 45	17,263 77	9,226 83	48,436 61	224,499 10	409,963 76	159,693 36
Georgia.....	273 56	18,914 31	492,590 34	511,778 21	184,002 17	53,772 28	30,386 58	116,794 76	447,024 73	631,980 52	320,202 31
Florida.....	14 93	9,631 63	182,388 49	192,035 05	93,191 75	14,299 66	3,380 35	24,158 05	190,299 69	325,329 50	133,294 45
Ohio.....	2,343 48	113,395 04	2,584,268 93	2,700,007 45	681,390 93	315,443 15	224,924 35	679,896 01	1,643,757 43	3,545,411 87	845,404 42
Michigan.....	908 09	96,786 75	1,362,073 50	1,459,468 94	491,232 95	118,105 33	72,674 08	142,027 74	595,967 22	1,420,007 32	39,461 62
Indiana.....	772 14	64,352 82	1,030,618 84	1,095,943 80	412,872 09	111,569 73	69,829 51	134,067 68	661,666 32	1,389,996 33	294,052 53
Illinois.....	2,431 04	150,149 45	3,480,766 34	3,633,380 83	735,576 71	535,035 33	288,166 65	470,359 75	1,256,848 01	3,285,986 45	347,400 38
Wisconsin.....	301 18	63,729 13	949,434 84	1,013,465 15	363,948 63	93,967 32	50,993 91	84,758 09	581,533 10	1,174,301 05	160,835 90
Iowa.....	442 91	105,812 39	1,263,588 46	1,370,143 70	545,271 32	105,526 30	43,861 88	197,622 07	849,169 81	1,741,551 38	371,407 62
Missouri.....	1,164 06	57,224 43	1,787,250 30	1,845,447 79	417,935 67	232,710 22	178,985 48	316,097 64	180,301 82	2,326,030 83	480,383 04
Kentucky.....	252 22	22,616 40	655,347 48	678,216 10	222,566 94	61,589 26	50,017 32	53,637 97	461,494 24	849,305 73	171,089 63
Tennessee.....	145 74	12,652 65	653,740 98	516,539 37	185,146 46	56,868 52	31,683 58	100,703 79	253,347 64	627,749 99	111,210 62
Alabama.....	49 70	16,423 95	208,863 45	315,356 80	156,956 48	31,407 57	8,696 08	22,551 09	374,240 11	553,851 33	238,494 53
Mississippi.....	23 83	15,323 38	231,616 47	246,961 68	140,656 55	16,141 23	.....	21,297 65	254,951 12	433,046 55	186,082 87
Arkansas.....	115 25	14,031 09	240,636 86	254,783 20	135,633 85	25,766 97	5,083 23	40,281 71	256,619 72	403,385 48	208,602 28
Louisiana.....	82 10	18,943 40	385,837 99	404,863 49	99,071 91	59,767 25	51,636 63	38,998 42	276,050 03	525,524 24	120,660 75
Texas.....	226 61	59,115 51	813,829 49	873,171 61	351,521 87	83,456 42	26,994 92	88,266 94	754,265 49	1,304,505 64	431,334 03
California.....	471 05	75,519 65	1,089,888 90	1,165,879 60	286,338 40	160,033 46	86,182 24	97,052 14	953,462 17	1,583,068 141	417,188 81

No. 3—Statement of the postal receipts and expenditure of the United States for the fiscal year ended June 30, 1884, by States—Continued.

States and Territories.	Receipts.				Expenditures.					Excess of expenditures over receipts.	Excess of receipts over expenditures.
	Waste paper and twine.	Box-rents and branch offices.	Postage-stamps, stamped envelopes, and postal cards.	Total receipts.	Compensation of postmasters.	Clerks for offices, rent, light, and fuel, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of postal railway clerks and mail messengers.	Transportation by States.	Total expenditures.	
Oregon	\$104 74	\$16,954 00	\$121,209 86	\$208,268 60	\$80,473 61	\$17,243 80	\$6,389 18	\$20,731 07	\$216,740 32	\$341,577 51	\$173,308 83
Minnesota	265 53	52,478 18	790,625 63	843,369 34	255,638 25	88,149 67	43,198 18	94,228 38	687,540 39	1,148,753 88	299,389 54
Kansas	157 07	61,857 55	771,750 84	833,765 46	261,161 41	60,015 17	15,000 07	102,381 32	658,563 91	1,190,041 98	362,276 42
Nebraska	98 33	85,190 25	494,843 47	630,132 05	212,797 57	33,363 94	16,126 27	91,545 09	772,710 07	1,120,543 94	509,411 89
Nevada	19 10	8,865 87	58,195 77	67,080 74	36,970 15	8,394 70	—	4,366 42	130,868 38	180,189 65	112,108 91
Colorado	256 23	44,154 96	365,217 63	411,628 82	136,598 89	61,561 36	18,620 06	42,366 26	430,997 67	638,244 67	277,615 85
Utah	36 09	10,864 98	103,678 73	114,779 78	50,963 63	13,591 97	—	22,013 40	207,707 51	285,276 51	180,998 73
New Mexico	21 45	8,660 10	77,618 14	86,507 69	45,352 83	6,664 57	—	12,318 62	133,538 26	197,874 26	111,366 59
Washington	22 45	11,305 67	102,179 46	113,597 78	54,541 96	7,960 03	—	7,869 78	154,618 67	224,490 44	110,882 66
Dakota	49 24	30,604 74	330,932 19	367,566 17	176,127 83	25,539 47	—	25,637 58	179,296 51	406,698 29	29,007 22
Arizona	19 30	7,772 43	56,938 81	64,730 54	36,947 15	6,733 29	—	3,006 88	167,772 99	214,650 31	149,819 77
Idaho	17 95	4,288 46	48,838 09	53,159 50	32,721 59	3,174 09	—	1,844 06	120,775 06	158,515 70	105,356 20
Wyoming	4 20	4,942 72	45,767 66	50,714 58	23,612 19	3,480 49	—	852 84	68,876 16	96,621 68	45,907 10
Montana	51 22	17,248 87	104,298 73	121,596 82	53,691 29	15,008 83	—	16,473 48	98,776 65	184,150 16	62,553 34
Alaska	—	—	444 94	445 45	—	—	—	—	1,000 00	2,045 78	1,600 33
District of Columbia	1,030 03	5,046 49	277,091 60	283,168 12	6,178 47	172,420 16	64,863 97	148,846 96	—	392,309 55	109,141 43
Indian Territory	1 00	819 10	26,329 97	27,150 07	18,561 77	590 58	—	—	50,078 68	69,237 63	42,086 96
Total	—	—	3,40,627,059 83	42,584,660 82	11,278,420 93	—	—	—	—	—	—
Deduct miscellaneous items	—	—	—	—	—	—	—	—	—	—	—
Add miscellaneous items	—	—	118,723 63	88,105 20	11,360 92	—	—	—	—	—	—
Grand total	23,069 79	1,901,062 57	40,745,838 66	42,672,966 02	11,289,781 85	—	—	—	—	—	—

\$4,666,982 89

88,105 20

4,695,087 89





No. 4.—Statement showing the condition of the account, with each item of the appropriation, for the service of the Post-Office Department for the fiscal year ended June 30, 1884.

Title of appropriation.	Amount appropriated, including special acts and deficiencies.	Expended.	Balances unexpended.	Excess of expenditures.
Mail depredations and post-office inspectors, including fees to counsel, &c .....	\$200,000 00	\$187,666 79	\$12,313 21	.....
Advertising .....	40,000 00	18,915 09	21,084 91	.....
Miscellaneous items, Office of the Postmaster-General .....	1,500 00	1,151 39	348 61	.....
Post-route maps* .....	1,860 00	.....	1,860 00	.....
Compensation to postmasters .....	10,950,000 00	11,283,830 87	.....	\$333,830 87
Compensation to clerks in post-offices .....	4,775,000 00	4,735,058 42	39,941 58	.....
Payment to letter-carriers, and incidental expenses of the free-delivery system .....	3,514,653 40	3,504,206 52	10,446 88	.....
Wrapping-paper .....	25,000 00	24,988 18	11 82	.....
Twine .....	63,000 00	62,998 41	1 59	.....
Marking and rating stamps .....	20,000 00	10,670 32	9,329 68	.....
Letter-balances, test-weights, and scales .....	20,000 00	19,998 35	1 65	.....
Rent, light, and fuel for post-offices .....	445,000 00	430,294 58	14,705 42	.....
Office furniture .....	25,000 00	9,690 96	15,309 04	.....
Stationery .....	60,000 00	59,968 23	31 77	.....
Miscellaneous and incidental expenses, Office First Assistant Postmaster-General .....	90,000 00	57,818 99	32,681 01	.....
Inland transportation, railroad routes .....	12,200,000 00	12,131,950 35	68,049 65	.....
Inland transportation, steamboat routes .....	600,000 00	576,270 41	23,729 59	.....
Inland transportation, star routes .....	5,250,000 00	5,074,164 16	175,835 84	.....
Railway post-office car service .....	1,575,000 00	1,575,000 00	.....	.....
Necessary and special facilities on trunk lines .....	185,000 00	184,821 24	178 76	.....
Railway post-office clerks .....	3,977,120 00	3,971,357 20	5,762 80	.....
Mail-messengers .....	865,000 00	824,839 70	40,160 30	.....
Mail locks and keys .....	20,000 00	18,226 00	1,774 00	.....
Mail-bags and mail-bag catchers .....	220,000 00	217,052 09	2,947 91	.....
Rawhide packing-trunks for registered mail .....	9,000 00	9,000 00	.....	.....
Miscellaneous items, Office Second Assistant Postmaster-General .....	1,000 00	396 94	603 06	.....
Postage-stamps .....	140,000 00	135,974 47	4,025 53	.....
Postage-stamp agency .....	8,100 00	6,757 49	1,342 51	.....
Stamped envelopes and newspaper wrappers .....	632,000 00	619,231 21	12,768 79	.....
Stamped envelope and newspaper-wrapper agency .....	16,000 00	15,351 72	648 28	.....
Postal cards .....	253,000 00	197,466 83	55,533 67	.....
Postal-card agency .....	7,300 00	6,822 70	477 30	.....
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes .....	140,000 00	102,830 88	37,169 12	.....
Ship, steamboat, and way letters .....	1,500 00	1,614 88	.....	114 88
Engraving, printing, and binding drafts and warrants .....	2,000 00	1,962 35	37 65	.....
Miscellaneous items, Office Third Assistant Postmaster-General .....	1,000 00	201 05	798 95	.....
Transportation of foreign mails .....	350,000 00	322,994 12	27,005 88	.....
Balances due foreign countries .....	60,000 00	1,894 04	58,105 96	.....
Furniture for money-order building .....	2,004 22	2,004 22	.....	.....
<b>Total .....</b>	<b>46,746,037 62</b>	<b>46,404,960 65</b>	<b>675,022 72</b>	<b>333,945 75</b>

\* Not needed, having been supplied from the general Treasury by act approved July 7, 1884, Statutes, page 247, "Post-Office Department."

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1884, and charged to "Miscellaneous Office of the Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1883. Aug. 9	James Maynard, chief clerk division of mail depredations and post-office inspectors.	Expenses while traveling on official business in July, 1883, by order of the Postmaster-General.	\$24 00
Nov. 19 1884.	Wycoff, Seamans & Benedict .....	Copying on type-writer .....	13 72
Mar. 27	W. B. Thompson, superintendent railway mail service.	Expense of Postmaster-General at Chicago, Ill., in March, 1884.	23 25
Apr. 25	L. D. Myers, postmaster, Columbus, Ohio.	Board and traveling expenses as a member of the commission to investigate railway mail administration of the fifth district.	164 00
	Thomas Jones, jr., postmaster, Cleveland, Ohio.	.....do .....	108 50
	E. S. Tuley, assistant postmaster, Louisville, Ky.	.....do .....	138 30
	G. I. Reed, postmaster, Peru, Ind. ....	.....do .....	124 00
	Charles D. Johnson, stenographer, Indianapolis, Ind.	Professional service rendered to above commission.	432 00
	Frank Kraft, Saint Louis, Mo .....	Copying for above commission .....	13 75
	Andrew Hart, Indianapolis, Ind .....	Messenger service for above commission..	5 00
	Hasselman Journal Company, Indianapolis, Ind.	Stationery for above commission .....	6 65
May 8	W. B. Thompson, superintendent railway mail service.	Amount paid by him for expenses of the Postmaster-General and private secretary while inspecting fast mail on coast line.	17 25
16	James H. McKenney, clerk Supreme Court of United States.	Certified copy of petition and exhibits in case of ex parte A. Orlando Jackson, No. 6, October term, 1877.	2 00
27	W. B. Thompson, superintendent railway mail service.	Expenses of Postmaster-General and his private secretary while traveling on official business in May, 1884, paid by him.	59 97
June 3	Mrs. M. E. Mann, Washington, D. C...	Volume No. 8, new series, Appleton's Annual Cyclopedia for 1883.	7 00
July 8	John C. New & Son .....	Subscription to Indianapolis Journal for fiscal year 1884.	12 00
	Total paid .....	.....	1, 151 39

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1884, and charged to "Miscellaneous and incidental expenses, Office of the First Assistant Postmaster-General."

AMOUNTS PAID BY WARRANTS.

Date.	To whom allowed.	For what object.	Amount.
1883.			
Sept. 21	John M. Hinkle, Washington, D. C....	Packing-boxes for stationery .....	\$148 50
Oct. 8	Albert H. Scott, Post-Office Department.	Expenses incurred under order of September 20, 1883, inspecting post-office at New York, N. Y.	20 11
19	John M. Hinkle, Washington, D. C....	Boxes.....	156 00
Dec. 20	Hon. A. A. Freeman, Assistant Attorney-General.	Expenses incurred en route and at Louisville, Ky., and New Orleans, La., under order of the Postmaster-General dated November 19, 1883.	102 55
20	John M. Hinkle, Washington, D. C....	Boxes.....	61 50
1884.			
Jan. 28	Hon. A. A. Freeman, Assistant Attorney-General.	Additional expenses under order of November 19, 1883.	50 65
Apr. 7	John M. Hinkle, Washington, D. C ..	Boxes.....	66 00
June 28	Hon. A. A. Freeman, Assistant Attorney-General.	Expenses incurred en route and at New Orleans under order of the Postmaster-General dated May 1, 1884.	143 57
30	A. Burt, superintendent of mails, Cincinnati, Ohio.	Expenses incurred en route and at Boston, Mass., inspecting post-office, as per orders of the Postmaster General dated May 23 and June 11, 1884.	222 60
July 3	H. B. Jenks, chief clerk, railway mail service, Louisville, Ky.	Expenses incurred in visiting Washington as per telegram of the Postmaster-General dated June 10, 1884.	28 45
8	John M. Hinkle, Washington, D. C....	Boxes.....	246 00
	Total paid .....		1,245 93

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS.

1883.			
Oct. 8	E. S. Toby, postmaster, Boston, Mass..	Amount paid for repairs, first and second quarters, 1883.	\$785 17
12	H. N. Moore, postmaster, Grand Rapids, Mich.	Telephone, first quarter, 1883.....	12 50
Nov. 19	E. S. Toby, postmaster, Boston, Mass..	Miscellaneous expenses, first and second quarters, 1883.	242 48
22	H. G. Pearson, postmaster, New York, N. Y.	Miscellaneous expenses, second quarter, 1883.	49 95
23	William Ward, postmaster, Newark, N. J.	Miscellaneous expenditures, third quarter, 1883.	75
	H. Adreon, postmaster, Baltimore, Md.	.....do .....	29 35
27	S. W. Backus, postmaster, San Francisco, Cal.	Telegrams, second quarter, 1883 .....	1 82
30	E. D. Woodruff, postmaster, Auburn, N. Y.	Water and telephone, 1883.....	67 25
Dec. 8	W. H. Tubbs, postmaster, New London, Conn.	Miscellaneous expenditures, second quarter, 1883.	2 92
	J. H. Manley, postmaster, Augusta, Me.	.....do .....	10 00
	T. H. Learned, postmaster, Pittsfield, Mass.	.....do .....	8 60
	J. M. Bedford, postmaster, Buffalo, N. Y.	.....do .....	50
	W. H. Van Cott, postmaster, Glen's Falls, N. Y.	.....do .....	17 50
	W. N. Jones, postmaster, Yonkers, N. Y.	.....do .....	5 00
	John A. Myler, postmaster, Allegheny, Pa.	.....do .....	12 00
	D. O. Getz, postmaster, Chambersburg, Pa.	.....do .....	25
	J. K. Dawes, postmaster, Easton, Pa ..	.....do .....	13 90
	J. N. H. Reisinger, postmaster, Meadville, Pa.	.....do .....	8 75
	John Woods, postmaster, Joliet, Ill....	.....do .....	85
	V. C. Thompson, postmaster, Louisville, Ky.	.....do .....	8 00
	W. W. Jenkins, postmaster, Charlotte, N. C.	.....do .....	60
	J. E. Slaughter, postmaster, Mobile, Ala.	.....do .....	5 35
	C. W. Buckley, postmaster, Montgomery, Ala.	.....do .....	10 40
	J. Ricord, postmaster, Iowa City, Iowa.	.....do .....	60

# MISCELLANEOUS PAYMENTS—FIRST ASSISTANT P. M. GENERAL. 677

No. 6.—Statement in detail of miscellaneous payments, &c.—Continued.

## AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount.
1883.			
Dec. 8	A. H. Hamilton, postmaster, Ottumwa, Iowa.	Miscellaneous expenditures, second quarter, 1883.	\$73 68
8	R. P. W. Morris, postmaster, Lynchburg, Va.	.....do .....	1 10
8	M. P. Rue, postmaster, Norfolk, Va.	.....do .....	1 25
8	S. M. Jost, postmaster, Staunton, Va.	.....do .....	50
8	F. C. Humphrey, postmaster, Pensacola, Fla.	.....do .....	28 88
8	M. G. Wingar, postmaster, Atchison, Kans.	.....do .....	2 70
8	J. J. Gopall, postmaster, Jersey City, N. J.	.....do .....	1 25
15	W. W. Smith, postmaster, Cedar Rapids, Iowa.	Repairs, third quarter, 1883 .....	5 75
15	N. N. Tyner, postmaster, Fargo, Dak.	Repairs, second quarter, 1883 .....	83 46
15	T. L. Tullock, postmaster, Washington, D. C.	Car tickets, second quarter, 1883 .....	10 00
15	W. B. Merchant, postmaster, New Orleans, La.	Miscellaneous expenditures, second quarter, 1883.	120 00
15	L. A. Dickinson, postmaster, Hartford, Conn.	Miscellaneous expenditures, third quarter, 1883.	6 00
15	C. E. Carr, postmaster, Galesburgh, Ill.	.....do .....	5 75
21	J. P. Newcomb, postmaster, San Antonio, Tex.	Miscellaneous expenditures, second quarter, 1883.	1 85
21	T. S. Case, postmaster, Kansas City, Mo.	.....do .....	5 26
21	C. C. Davis, postmaster, Leadville, Colo.	.....do .....	10 30
21	L. A. Dickinson, postmaster, Hartford, Conn.	Miscellaneous expenditures, third quarter, 1883.	50
1884.			
Jan. 7	G. Robertson, postmaster, Troy, N. Y.	Miscellaneous expenditures, second quarter, 1883.	144 40
8	H. W. Gardner, postmaster, Providence, R. I.	Directories, second quarter, 1883.....	9 00
21	L. M. Terrell, assistant superintendent railway mail service.	Amount paid for transportation and hotel bills of Hon. B. H. Brewster and others to and at New Orleans, La., on account of the Post-Office Department.	464 20
Feb. 2	J. McLeer, postmaster, Brooklyn, N. Y.	Miscellaneous expenditures, second quarter, 1883.	47 28
2	H. G. Pearson, postmaster, New York, N. Y.	.....do .....	15 75
2	C. E. Carr, postmaster, Galesburgh, Ill.	Miscellaneous expenditures, 1883 .....	35 94
2	F. W. Palmer, postmaster, Chicago, Ill.	Miscellaneous expenditures, third quarter, 1883.	1,023 70
2	O. Garrissen, postmaster, Galveston, Tex.	.....do .....	7 30
2	J. R. Dunkelberger, postmaster, Los Angeles, Cal.	.....do .....	30 37
Mar. 3	N. D. Sperry, postmaster, New Haven, Conn.	Miscellaneous expenditures, second quarter, 1883.	25
8	W. H. Van Cott, postmaster, Glens Falls, N. Y.	.....do .....	5 70
8	A. C. Chase, postmaster, Syracuse, N. Y.	.....do .....	25
8	G. Robertson, postmaster, Troy, N. Y.	.....do .....	2 20
8	A. D. Wilt, postmaster, Dayton, Ohio.	.....do .....	3 75
8	T. S. Case, postmaster, Kansas City, Mo.	.....do .....	57 85
8	J. K. Dawes, postmaster, Easton, Pa.	Miscellaneous expenditures, third quarter, 1883.	3 00
8	J. H. Manley, postmaster, Augusta, Me.	.....do .....	10 00
11	H. G. Pearson, postmaster, New York, N. Y.	Miscellaneous expenditures, fourth quarter, 1883.	13 66
14	O. Garrissen, postmaster, Galveston, Tex.	Miscellaneous expenditures, second quarter, 1883.	15
17	D. Hays, postmaster, Saint Louis, Mo.	Carriage hire, fourth quarter, 1883.....	45 00
17	P. H. Dowling, postmaster, Toledo, Ohio.	Miscellaneous expenditures, third quarter, 1883.	30 00
17	E. C. Fuller, postmaster, Scranton, Pa.	Miscellaneous expenditures, second quarter, 1883.	2 00
17	C. K. Contant, postmaster, Omaha, Nebr.	Miscellaneous expenditures, fourth quarter, 1883.	2 25

No. 6.—Statement in detail of miscellaneous payments, &c.—Continued.

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount
1884.			
Apr. 16	R. W. P. Morris, postmaster, Lynchburgh, Va.	Ice, third quarter, 1883.	\$9 19
30	H. G. Pearson, postmaster, New York, N. Y.	Miscellaneous expenditures, second quarter, 1883.	17 50
May 8	J. K. Dawes, postmaster, Easton, Pa.	do	8 75
14	A. D. Wilt, postmaster, Dayton, Ohio.	do	2 00
June 4	Z. B. Hargrove, postmaster, Rome, Ga.	Miscellaneous expenditures, first quarter, 1884.	4 15
13	George K. Whitner, postmaster, Reading, Pa.	Miscellaneous expenditures, second quarter, 1883.	5 00
13	E. J. Agnew, postmaster, New Castle, Pa.	Miscellaneous expenditures, fourth quarter, 1883.	3 25
13	A. W. Howard, postmaster, Yankton, Dak.	do	12 00
16	B. H. Camp, acting postmaster, Atlanta, Ga.	Miscellaneous expenditures, third quarter, 1883.	12 00
18	Thomas Jones, postmaster, Cleveland, Ohio.	Miscellaneous expenditures, first quarter, 1884.	4 00
18	B. H. Camp, acting postmaster, Atlanta, Ga.	Miscellaneous expenditures, fourth quarter, 1883.	60
30	E. A. Clifford, Sixth Auditor's Office, Washington, D. C.	Expenses incurred while acting upon the commission appointed by the Postmaster-General to examine and report upon the requirements of certain post-offices, order dated June 26, 1882.	300 00
July 8	F. B. Conger, postmaster, Washington, D. C.	Miscellaneous expenditures, first quarter, 1884.	20 65
8	J. C. Michie, postmaster, Covington, Ky.	Telephone, fourth quarter, 1882.	18 00
Sept. 19	L. McLaws, postmaster, Savannah, Ga.	Miscellaneous expenses, second quarter, 1884.	50
26	C. R. Parkinson, postmaster, Oswego, N. Y.	do	50
29	B. H. Camp, acting postmaster, Atlanta, Ga.	Miscellaneous expenses, first quarter, 1884.	111 62
	Total paid		4,132 27

RECAPITULATION.

Amount allowed to postmasters at the principal post-offices, credited in quarterly accounts current, for incidental office expenses, such as repairs, gas-fixtures, telegrams, &c. :

Thir'd quarter, 1883	\$12,681 02
Fourth quarter, 1883	13,020 42
First quarter, 1884	13,076 39
Second quarter, 1884	15,441 74
Total	54,219 57
Amount paid by warrant	\$1,245 93
Amount credited on general accounts	4,132 27
	5,378 20
Total	59,597 77
Deduct amount of counter-entries	33 60
Amount paid and charged to "Miscellaneous, Office First Assistant Postmaster-General" ..	59,564 17

MISCELLANEOUS PAYMENTS—SECOND ASSIS'T P. M. GENERAL. 679

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1884, and charged to "Miscellaneous Items, Second Assistant Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1883. Sept. 6	J. Bradley Adams, Washington, D. C.	Subscription to New York Tribune and New York Times for July and August, 1883.	\$7 50
Oct. 19	George M. Sweney, chief of inspection division, Post-Office Department.	Expense while on official business en route to and from and at Omaha, Nebr.	54 40,
19	A. G. Gedney, Washington, D. C . . .	One automatic numbering machine . . . . .	45 00
24	Owen Riley, Post-Office Department.	Expenses of investigation of regulation wagon service at Saint Louis, Mo., in October, 1883.	65 50
Dec. 7	J. Bradley Adams, Washington, D. C.	Subscription to New York Tribune and New York Times for September, October, and November, 1883.	6 00
1884 Jan. 19	Byron J. Adams, Washington, D. C. .	Service on mail proposals in January, 1884..	25 60
18	Claude E. Clifton, Washington, D. C.	.....do .....	16 00
18	John E. Walker, Washington, D. C. .	.....do .....	16 00
Feb. 18	Isaac C. Slater, superintendent railway adjustments, Post-Office Department.	Expenses of an official visit to New York and Philadelphia in February, 1884.	25 77
19	George M. Sweney, chief of inspection division, Post-Office Department.	.....do .....	27 37
29	Hon. H. D. Lyman, Second Assistant Postmaster-General.	Expenses of an official visit to New York, N. Y.	8 45
Mar. 18	J. Bradley Adams, Washington, D. C.	Subscription to New York Tribune and New York Times from December 1. 1883, to March 15, 1884.	7 00
Apr. 23	S. A. Whitfield, postmaster, Cincinnati, Ohio.	Expenses while investigating the sufficiencies of sureties to mail proposals in March, 1884.	74 15
May 9	Byron S. Adams, Washington, D. C. .	Service in stamping mail bids . . . . .	6 40
9	Richard Clifton, Washington, D. C. .	Service on press in connection with mail proposals.	3 00
June 11	Hon. H. D. Lyman, Second Assistant Postmaster-General.	Expenses while investigating the mail-messenger and transfer service at Cincinnati, Ohio.	
	Total paid .....	.....	396 94

No. 8.—Statement in detail of miscellaneous paymentsmade by the Post-Office Department during the fiscal year ended June 30, 1884, and charged to "Miscellaneous Items, Office of the Third Assistant Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1883. Aug. 3	William Bamgarten, Washington, D. C.	Numbering machine.....	\$40 00
1884. Apr. 18	W. H. Boyd, Washington, D.C. ....	Directories of principal cities for dead-letter office.	83 00
May 12	William Ballantyne & Son, Washington, D. C.	Almanac de Gotha and Statesman's Year-Book.	6 00
June 7	Thomas P. Graham, chief of stamp division.	Expense of official visit to stamp agencies at New York, Hartford, and Springfield.	44 05
July 8	J. Bradley Adams, Washington, D. C.	Lippincott's Pronouncing Gazetteer of the World.	10 00
Aug. 11	J. C. Parker, Washington, D. C . . . .	Subscription to National Republican and New York Times for fiscal year 1884.	18 00
	Total paid .....	.....	201 05

No. 9.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1884.

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837.....	5,068 21		\$4,045,668 21	\$3,288,319 08
1838.....	3,733 46		4,239,733 46	4,436,682 21
1839.....	4,656 70		4,484,656 70	4,636,536 31
1840.....	3,521 92		4,543,521 92	4,718,235 64
1841.....	7,726 27	\$482,657 00	4,890,383 27	4,499,527 61
1842.....	6,849 65		6,849 65	5,674,751 90
1843.....	6,225 43		6,225 43	4,374,753 71
1844.....	7,287 83		7,287 83	4,296,512 79
1845.....	9,841 80		9,841 80	4,320,721 99
1846.....	7,199 35	750,000 00	7,199 35	4,076,036 91
1847.....	0,809 23	12,500 00	2,809 23	3,979,542 10
1848.....	5,211 19	125,000 00	0,211 10	4,326,850 27
1849.....	5,176 28		5,176 28	4,479,049 13
1850.....	0,984 86		0,984 86	5,212,953 43
1851.....	0,604 33		0,604 33	6,278,401 68
1852.....	4,526 84	1,741,444 44	5,971 28	7,108,459 04
1853.....	0,724 70	2,225,000 00	5,724 70	7,962,756 59
1854.....	5,586 22	2,736,748 96	2,335 18	8,577,424 12
1855.....	2,136 13	3,114,542 26	6,878 39	9,968,342 29
1856.....	0,821 66	3,748,861 56	9,703 22	10,405,296 36
1857.....	3,951 76	4,528,004 67	11,956 43	11,508,057 93
1858.....	8,792 88	4,679,270 71	8,003 57	12,722,470 01
1859.....	8,484 07	3,915,946 49	4,430 56	11,458,083 63
1860.....	8,067 40	11,154,167 54	2,224 94	19,170,009 89
1861.....	9,296 40	4,639,806 53	9,102 93	13,006,759 11
1862.....	0,820 90	2,566,953 71	6,774 61	11,125,364 13
1863.....	3,789 59	1,007,848 72	1,638 31	11,314,207 64
1 64.....	8,253 78	749,960 00	8,233 78	12,644,786 29
1865.....	6,158 70	3,968 46	0,127 16	13,004,728 28
1866.....	6,988 21		6,988 21	15,352,079 36
1867.....	7,026 87	3,991,000 67	8,693 54	19,235,483 46
1868.....	2,600 50	5,696,525 00	9,125 90	22,730,592 65
1869.....	4,510 72	5,707,115 30	1,626 02	23,698,131 56
1870.....	2,220 65	4,022,140 85	4,361 50	23,998,637 63
1871.....	7,045 42	4,126,200 00	3,245 42	24,390,104 03
1872.....	5,426 37	4,933,750 00	9,176 37	25,658,192 31
1873.....	6,741 57	5,690,475 00	7,216 57	29,084,945 67
1874.....	1,071 82	5,922,483 55	3,505 37	32,126,414 56
1875.....	1,360 59	6,704,646 96	6,007 55	33,611,309 45
1876.....	4,197 50	5,088,563 03	2,790 53	33,263,487 58
1877.....	1,585 28	7,013,300 00	4,885 26	33,486,322 44
1878.....	7,516 95	5,307,652 82	5,189 77	34,165,094 49
1879.....	1,982 86	3,297,965 25	9,948 11	33,449,899 45
1880.....	5,479 34	3,597,717 20	3,198 54	36,542,803 68
1881.....	5,397 97	3,287,921 46	40,083,319 43	39,592,566 23
1882.....	6,410 15	6,595 12	41,883,005 27	40,482,021 23
1883.....	8,692 61	21,416 85	45,530,109 46	43,282,944 43
1884.....	5,958 81	140,690 79	43,466,649 80	47,224,560 27



es for the fiscal year ended June 30, 1884.\*

Light, fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
.....	.....	.....	\$1,200 00	\$716 21	53
.....	.....	.....	4,127 68	13,658 47	23
.....	.....	.....	1,525 00	3,860 25	81
7 50	.....	.....	3,087 50	3,097 03	50
.....	.....	.....	1,412 50	1,129 91	56
.....	.....	.....	1,515 00	1,339 80	53
.....	.....	.....	1,362 50	1,660 10	67
.....	\$1 50	.....	1,759 83	1,495 87	54
.....	.....	.....	2,350 00	4,168 27	36
.....	.....	.....	1,225 00	698 27	63
.....	.....	.....	1,618 00	1,806 22	44
.....	365 19	\$5,722 13	19,032 32	23,096 19	45
8 57	112 66	2,973 95	11,315 18	14,762 64	43
.....	.....	.....	2,030 00	1,573 79	56
0 00	29 65	.....	5,877 98	10,391 15	36
.....	.....	.....	1,949 90	1,593 84	55
.....	3 00	.....	1,827 86	8,849 71	68
.....	.....	.....	2,275 00	8,148 04	42
.....	2 50	.....	1,592 00	491 02	76
.....	.....	.....	1,801 00	544 68	76
.....	.....	.....	1,400 00	922 97	60
06 07	514 50	8,696 08	70,284 25	86,504 43	44

.....	.....	.....	\$1,375 00	\$555 60	71
.....	.....	.....	1,825 00	2,021 17	47
.....	.....	.....	2,748 90	3,400 45	45
00 00	\$107 15	.....	4,782 15	2,543 26	65
8 75	.....	.....	4,477 65	7,287 92	38
8 75	107 15	.....	15,208 70	15,808 40	49

\* not included.

ERRATA.

In Table No. 10, Auditor's report, for "per cent. expense to gross receipts," read—

Hartford, Conn.....	29	Marlborough, Mass.....	40
Meriden, Conn.....	35	Medford, Mass.....	36
Augusta, Ga.....	50	Springfield, Mass.....	29
Burlington, Iowa.....	42	Worcester, Mass.....	34
Lynn, Mass.....	42	Minneapolis, Minn.....	30
Malden, Mass.....	35	Kansas City, Mo.....	28
Marblehead, Mass.....	42	Pottsville, Pa.....	59

No. 10.—Gross receipts, expenses

Office.	Class
Athens.....	.....
Birmingham.....	.....
Demopolis.....	.....
Eufaula.....	.....
Florence.....	.....
Gadsden.....	.....
Greensborough.....	.....
Greenville.....	.....
Huntsville.....	.....
La Fayette.....	.....
Marion.....	.....
Mobile.....	.....
Montgomery.....	.....
Opelika.....	.....
Selma.....	.....
Talladega.....	.....
Troy.....	.....
Tuscaloosa.....	.....
Tuscumbia.....	.....
Union Springs.....	.....
Uniontown.....	.....
Total.....	.....

Globe.....	33
Phoenix.....	33
Prescott.....	33
Tombstone.....	33
Tucson.....	33
Total.....	.....

\* Office

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## ARKANSAS.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Arkadelphia.....	3	\$2,348 75	\$1,300	\$162 00	.....	\$2 75	.....	\$1,464 75	\$884 00	62
Batesville.....	3	1,934 57	1,100	78 57	.....	.....	.....	1,178 57	756 00	60
Camden.....	3	2,420 16	1,400	675 00	.....	.....	.....	2,075 00	845 16	86
Eureka Springs.....	3	4,977 01	1,800	1,500 00	.....	.....	.....	3,300 00	1,677 01	66
Fayetteville.....	3	3,377 36	1,550	540 00	.....	.....	.....	2,090 00	1,287 36	62
Fort Smith.....	2	8,227 14	2,050	1,332 61	\$360 00	70 35	.....	3,812 96	4,414 18	46
Helena.....	3	5,782 49	1,850	600 00	.....	.....	.....	2,450 00	3,332 49	42
Hope.....	3	2,994 34	1,450	466 30	.....	.....	.....	1,916 30	1,078 04	64
Hot Springs.....	2	14,570 24	2,400	2,501 50	820 00	52 46	.....	5,773 96	8,796 28	40
Little Rock*.....	1	32,776 61	3,000	7,967 73	.....	41 35	\$5,083 23	16,092 81	16,684 30	49
Newport.....	3	2,870 98	1,350	800 00	.....	.....	.....	1,650 00	1,220 98	57
Pine Bluff.....	3	6,443 96	1,875	1,000 00	.....	23 65	.....	2,898 65	3,545 31	45
Prescott.....	3	2,132 96	1,200	200 00	.....	.....	.....	1,400 00	732 96	65
Texarkana.....	2	8,682 84	2,050	1,236 50	.....	.....	.....	3,286 50	5,396 34	38
Van Buren.....	3	2,601 54	1,250	299 46	.....	2 25	.....	1,551 71	1,049 83	60
Total.....	.....	102,140 95	25,625	18,859 67	1,180 00	192 81	5,083 23	50,940 71	51,200 24	50

\* In public building; no rent paid.

## CALIFORNIA.

Alameda.....	3	\$3,291 34	\$1,450	\$200 00	.....	.....	.....	\$1,650 00	\$1,641 34	50
Anburn.....	3	2,953 05	1,475	180 00	.....	.....	.....	1,655 00	1,298 05	56
Bakersfield.....	3	2,199 64	1,325	.....	.....	.....	.....	1,325 00	874 64	60
Benicia.....	3	3,499 55	1,550	366 30	.....	.....	.....	1,916 30	1,583 25	55
Berkeley.....	3	2,814 65	1,300	.....	.....	.....	.....	1,300 00	1,514 65	50
Bodie.....	3	3,353 19	1,950	1,225 00	\$167 50	\$1 25	.....	3,363 75	.....	100.3
Callatoga.....	3	1,693 21	1,000	281 00	.....	.....	.....	1,281 00	412 21	76
Chico.....	3	5,644 17	1,825	.....	.....	.....	.....	1,825 00	3,819 17	32
Colusa.....	3	2,688 86	1,625	399 73	.....	.....	.....	2,024 73	664 13	76
Dixon.....	3	2,546 04	1,200	.....	.....	.....	.....	1,200 00	1,346 04	52
Eureka.....	3	5,994 37	1,700	.....	.....	.....	.....	1,700 00	4,294 37	28
Fresno City.....	3	7,102 06	1,775	500 00	.....	.....	.....	2,275 00	4,827 06	32
Gilroy.....	3	2,769 20	1,450	.....	.....	.....	.....	1,450 00	1,319 20	52
Grass Valley.....	3	5,172 45	1,950	525 00	107 15	.....	.....	2,582 15	2,590 30	50
Hanford.....	3	2,205 63	1,200	.....	.....	.....	.....	1,200 00	1,005 63	54
Healdsburg.....	3	3,761 62	1,575	.....	.....	.....	.....	1,575 00	2,186 62	42
Hollister.....	3	3,261 57	1,575	.....	.....	.....	.....	1,575 00	1,686 57	48
Livermore.....	3	1,779 24	1,100	.....	.....	.....	.....	1,100 00	679 24	62
Los Angeles.....	2	40,142 06	2,800	5,173 44	763 70	11 50	\$3,113 50	11,802 14	28,279 92	23

Marysville.....	2	7,713 95	2,200	1,150 00	616 80	.....	.....	3,966 60	3,747 35	51
Merced.....	2	3,716 27	1,525	.....	.....	.....	.....	1,525 00	2,191 27	41
Modesto.....	3	5,114 97	1,775	350 00	11 00	.....	.....	2,136 00	2,978 97	42
Monterey.....	3	2,702 61	1,175	.....	.....	.....	.....	1,175 00	1,527 61	43
Napa City.....	2	7,983 96	2,100	743 00	.....	.....	.....	2,843 00	5,140 96	36
Nevada City.....	3	4,984 76	1,925	877 59	75 90	.....	.....	2,878 49	2,116 27	56
Oakland.....	2	55,989 05	2,925	7,705 00	1,022 00	278 17	10,027 79	21,957 96	34,031 09	39
Oroville.....	3	3,579 97	1,575	324 00	.....	.....	.....	1,899 00	1,690 97	53
Petaluma.....	3	6,951 90	1,950	540 00	.....	.....	.....	2,490 00	4,461 90	36
Placerville.....	3	2,722 69	1,550	810 00	.....	.....	.....	2,360 00	3,362 69	87
Red Bluff.....	3	5,956 77	1,900	.....	125 00	.....	.....	2,025 00	3,941 77	84
Riverside.....	3	4,455 66	1,625	.....	.....	.....	.....	1,625 00	2,830 66	36
Sacramento.....	1	43,327 29	3,075	9,920 00	2,360 80	50 90	5,578 08	20,984 78	22,342 51	48
Saint Helena.....	3	4,152 38	1,625	50 00	.....	.....	.....	1,575 00	2,477 38	40
Salinas.....	3	3,893 68	1,575	.....	.....	.....	.....	1,575 00	2,318 68	40
San Bernardino.....	3	5,931 08	1,900	150 00	.....	.....	.....	2,050 00	3,881 08	35
San Buenaventura.....	3	2,557 87	1,425	375 00	.....	.....	.....	1,800 00	757 87	70
San Diego.....	3	6,124 31	1,950	880 00	480 00	.....	.....	3,310 00	2,814 31	54
San Francisco.....	1	498,798 64	4,750	102,035 29	2,346 60	1,997 75	67,462 87	178,592 51	820,206 13	36
San José.....	2	27,070 77	2,650	4,019 00	272 25	43 39	.....	6,984 64	20,086 13	26
San Luis Obispo.....	3	4,826 81	1,675	650 00	.....	.....	.....	2,325 00	2,501 81	48
San Rafael.....	3	4,305 95	1,750	.....	.....	.....	.....	1,750 00	2,555 95	41
Santa Ana.....	3	2,946 18	1,375	.....	.....	.....	.....	1,375 00	1,571 18	47
Santa Barbara.....	2	7,213 19	2,000	875 00	49 50	3 00	.....	2,927 50	4,285 69	41
Santa Clara.....	2	3,540 28	1,575	100 00	.....	.....	.....	1,675 00	1,865 28	47
Santa Cruz.....	3	7,772 58	1,975	100 00	.....	.....	.....	2,075 00	5,697 58	27
Santa Rosa.....	3	7,655 01	1,975	500 00	.....	.....	.....	2,475 00	5,180 01	32
Sonoma.....	3	2,864 05	1,400	540 00	.....	.....	.....	1,940 00	924 05	68
Stockton.....	2	18,724 28	2,500	2,750 00	233 60	.....	.....	5,483 60	13,240 68	29
Truckee.....	3	2,717 59	1,425	242 00	.....	.....	.....	1,667 00	1,050 59	61
Ukiah.....	3	2,775 99	1,325	90 00	.....	.....	.....	1,415 00	1,360 99	51
Vallejo.....	3	5,788 90	1,925	489 00	.....	.....	.....	2,414 00	3,374 90	42
Visalia.....	3	3,851 02	1,625	300 00	.....	.....	.....	1,925 00	1,926 02	50
Watsonville.....	3	3,835 87	1,550	.....	.....	.....	.....	1,550 00	2,285 87	40
Willows.....	3	2,013 03	1,125	.....	.....	.....	.....	1,125 00	888 03	56
Woodland*.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yreka.....	3	2,924 22	1,450	435 00	.....	.....	.....	1,885 00	1,039 22	65
Total.....	.....	890,375 43	97,650	145,850 35	8,651 60	2,385 96	86,182 24	340,720 15	549,665 84	38

\* Returns from March 9 to March 31, 1884, are delinquent.

† In public building. No rent paid for central office.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## COLORADO.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Alamosa.....	3	\$2,048 76	\$1,400	\$400 00	.....	.....	.....	\$1,800 00	\$248 76	88
Alma.....	3	1,494 19	1,050	.....	.....	.....	.....	1,050 00	444 19	70
Black Hawk.....	3	2,271 10	1,400	200 00	.....	.....	.....	1,600 00	671 10	70
Boulder.....	2	7,083 99	2,100	1,486 65	\$254 56	\$174 35	.....	4,015 56	3,068 43	57
Breckenridge.....	3	2,569 02	1,525	900 00	.....	.....	.....	2,425 00	144 02	94
Buena Vista.....	3	3,777 14	1,675	400 00	.....	.....	.....	2,075 00	1,702 14	55
Cañon City.....	3	4,378 43	1,800	870 00	.....	.....	.....	2,670 00	1,708 43	61
Central City.....	2	5,423 79	2,025	1,800 00	177 50	.....	.....	4,002 50	1,421 29	74
Colorado Springs.....	2	13,580 65	2,800	2,800 00	26 40	12 10	.....	5,438 50	8,142 15	40
Del Norte.....	3	2,633 69	1,475	462 50	.....	.....	.....	1,937 50	696 19	73
Denver.....	1	135,800 58	3,425	20,131 79	3,046 45	1,119 20	\$15,007 24	42,729 68	93,070 90	31
Durango.....	2	5,386 82	2,075	1,500 00	9 25	5 65	.....	3,589 90	1,796 92	66
Fort Collins.....	3	5,218 38	1,800	300 00	.....	.....	.....	2,100 00	3,118 38	40
Georgetown.....	2	5,136 57	2,025	1,155 00	164 25	.....	.....	3,344 25	1,792 32	65
Golden.....	3	4,075 15	1,825	450 00	100 00	.....	.....	2,375 00	1,700 15	58
Greeley.....	3	6,763 37	1,875	474 01	.....	.....	.....	2,349 01	4,414 36	35
Gunnison.....	2	7,430 66	2,150	1,200 00	.....	.....	.....	3,350 00	4,080 66	45
Idaho Springs.....	3	3,502 27	1,800	150 00	.....	.....	.....	1,750 00	1,752 27	50
Kokomo.....	3	1,123 65	1,300	.....	.....	.....	.....	1,300 00	.....	116
Lake City.....	3	2,154 08	1,500	665 00	.....	.....	.....	2,165 00	.....	101
Leadville.....	2	28,329 53	2,850	8,000 00	2,545 12	244 30	3,613 75	17,253 17	11,076 36	61
Longmont.....	3	4,075 00	1,725	300 00	.....	.....	.....	2,025 00	2,050 00	50
Ouray.....	3	3,317 67	1,500	474 91	.....	.....	.....	1,974 91	1,342 76	60
Pitkin.....	3	1,720 72	1,250	.....	.....	.....	.....	1,250 00	470 72	73
Pueblo.....	2	14,044 80	2,575	2,900 00	1,030 00	69 80	.....	6,574 80	7,470 00	47
Rico.....	3	1,827 47	1,575	100 00	.....	.....	.....	1,675 00	152 47	92
Salida.....	3	4,504 15	1,500	400 00	.....	.....	.....	1,900 00	2,604 15	40
Silver Cliff.....	3	2,813 07	1,725	1,002 80	.....	.....	.....	2,727 80	85 27	96
Silverton.....	3	5,620 08	1,775	383 02	.....	.....	.....	2,158 02	3,462 06	39
South Pueblo.....	2	9,670 73	2,425	1,042 00	583 91	.....	.....	4,650 91	5,019 82	48
Trinidad.....	3	5,993 51	1,975	460 00	.....	.....	.....	2,435 00	3,558 51	41
Total.....	.....	303,769 02	57,500	51,007 68	7,937 44	1,625 40	18,620 99	136,691 51	167,264 78	40

CONNECTICUT.

Ansonia .....	2	\$9,761 92	2,250	\$806 50	\$584 73	.....	.....	\$3,641 23	\$6,120 69	37
Birmingham .....	2	10,131 95	2,350	1,000 00	581 00	.....	.....	3,931 00	6,200 95	39
Branford .....	3	2,829 60	1,375	.....	.....	.....	.....	1,375 00	1,454 60	49
Bridgeport .....	1	52,290 28	3,150	7,671 04	3,280 61	\$174 59	\$8,127 89	22,403 63	29,886 65	43
Bristol .....	3	6,132 81	1,900	.....	.....	.....	.....	1,900 00	4,232 81	31
Collinsville .....	3	2,531 67	1,350	.....	.....	.....	.....	1,350 00	1,181 67	53
Danbury .....	2	14,325 83	2,500	2,233 00	460 00	80 82	.....	5,273 82	9,052 01	37
Danielsonville .....	3	4,326 56	1,625	324 00	.....	.....	.....	1,949 00	2,377 56	45
Deep River .....	3	2,510 54	1,200	.....	.....	.....	.....	1,200 00	1,310 54	48
Derby .....	3	1,941 01	1,200	.....	.....	.....	.....	1,200 00	741 01	61
Essex .....	3	2,759 91	1,425	150 00	.....	.....	.....	1,575 00	1,184 91	57
Greenville .....	3	2,247 39	1,150	.....	.....	.....	.....	1,150 00	1,097 39	51
Greenwich .....	3	3,469 42	1,425	100 00	.....	.....	.....	1,525 00	1,944 42	44
Gulford .....	3	2,228 30	1,225	.....	.....	.....	.....	1,225 00	1,003 30	55
Hartford* .....	1	128,487 87	3,425	19,801 05	.....	162 72	14,492 04	37,880 81	90,607 06	18
Litchfield .....	3	3,674 53	1,550	.....	.....	.....	.....	1,550 00	2,124 53	42
Meridian .....	2	28,108 17	2,750	2,399 00	1,430 39	8 25	3,292 35	9,879 99	18,228 18	23
Middletown* .....	2	20,315 38	2,575	2,057 83	.....	38 70	.....	4,671 53	15,643 85	23
Milford .....	3	2,857 86	1,425	.....	.....	.....	.....	1,425 00	1,432 86	50
Myatie Bridge .....	3	2,036 62	1,325	.....	.....	.....	.....	1,325 00	1,361 62	49
Naugatuck .....	3	4,178 78	1,650	.....	.....	.....	.....	1,650 00	2,528 78	39
New Britain .....	2	19,714 54	2,650	2,644 66	907 97	21 43	.....	6,224 06	13,490 48	32
New Canaan .....	3	2,287 49	1,200	.....	.....	.....	.....	1,200 00	1,087 49	52
New Hartford .....	3	1,997 95	1,125	.....	.....	.....	.....	1,125 00	1,872 95	56
New Haven* .....	1	110,538 39	3,325	19,995 84	.....	388 81	18,519 30	42,228 95	68,309 44	38
New London .....	2	19,406 34	2,575	3,239 00	1,662 00	139 97	.....	7,615 97	11,790 37	39
New Milford .....	3	3,982 64	1,625	200 00	.....	.....	.....	1,825 00	2,157 64	46
Norwalk .....	2	8,803 55	2,125	775 00	436 30	.....	.....	5,836 30	5,467 25	38
Norwich .....	2	25,484 84	2,750	3,500 00	1,557 40	29 62	.....	7,837 02	17,647 82	31
Plainville .....	3	2,456 14	1,325	.....	.....	.....	.....	1,325 00	1,181 14	54
Plantville .....	3	2,443 39	1,200	.....	.....	.....	.....	1,200 00	1,243 39	49
Portland .....	3	4,128 90	1,625	.....	.....	.....	.....	1,625 00	2,503 99	39
Putnam .....	3	5,205 21	1,725	470 33	.....	.....	.....	2,195 33	3,009 88	42
Rockville .....	3	6,386 65	1,925	.....	.....	.....	.....	1,925 00	4,461 65	30
Seymour .....	3	2,564 01	1,300	.....	.....	.....	.....	1,300 00	1,264 01	51
Southington .....	3	4,008 66	1,600	.....	.....	.....	.....	1,600 00	2,408 66	40
South Manchester .....	3	3,696 32	1,525	.....	.....	.....	.....	1,525 00	2,171 32	41
South Norwalk .....	2	8,824 22	2,075	785 00	248 50	.....	.....	3,108 50	5,215 72	37
Stafford Springs .....	3	3,408 00	1,425	200 00	.....	.....	.....	1,625 00	1,783 00	48
Stamford .....	2	15,718 23	2,450	1,550 00	215 00	7 00	.....	4,222 00	11,496 23	27
Stonington .....	3	3,100 82	1,500	.....	.....	.....	.....	1,500 00	1,600 82	48
Thomaston .....	3	3,655 87	1,600	.....	.....	.....	.....	1,600 00	2,055 87	45
Thompsonville .....	3	3,203 38	1,500	.....	.....	.....	.....	1,500 00	1,703 38	47
Torrington .....	3	5,521 72	1,850	565 00	66 00	.....	.....	2,481 00	3,040 72	45
Unionville .....	3	3,187 90	1,525	.....	.....	.....	.....	1,525 00	1,662 90	48
Wallingford .....	3	7,067 55	1,775	100 00	.....	.....	.....	1,875 00	5,192 55	27
Waterbury .....	2	29,578 41	2,750	5,000 00	1,977 85	22 40	.....	9,750 25	19,828 16	36

\* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

CONNECTICUT—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Westport .....	3	\$2,171 15	\$1,100	.....	.....	.....	.....	\$1,100 00	\$1,071 15	51
Westville .....	3	1,997 78	1,100	.....	.....	.....	.....	1,100 00	897 78	55
West Winsted .....	3	4,906 02	1,700	.....	.....	.....	.....	1,700 00	3,206 02	35
Willimantic .....	2	8,888 50	2,300	\$1,732 61	\$164 00	.....	.....	4,196 61	4,691 89	47
Windsor Locks .....	3	3,261 28	1,500	.....	.....	.....	.....	1,500 00	1,761 28	46
Winsted* .....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	.....	634,892 34	94,575	77,299 86	13,571 75	\$1,074 31	\$44,431 08	230,952 00	403,940 34	36

\* Returns for second quarter, 1884, are delinquent.

DAKOTA.

Aberdeen .....	3	\$7,208 20	\$1,675	\$577 22	.....	.....	.....	\$2,252 22	\$4,955 98	31
Bismarck .....	2	10,299 63	2,050	1,800 00	\$735 00	\$33 52	.....	4,618 52	5,681 11	45
Canton .....	3	2,962 22	1,375	233 33	.....	.....	.....	1,608 33	1,353 89	58
Casselman .....	3	3,288 00	1,550	.....	.....	.....	.....	1,550 00	1,738 00	47
Central City .....	3	1,614 77	1,125	.....	.....	.....	.....	1,125 00	489 77	70
Chamberlain .....	3	2,957 90	1,075	375 00	.....	.....	.....	1,450 00	1,507 90	49
Deadwood .....	2	6,189 96	2,100	2,000 00	355 00	.....	.....	4,455 00	1,734 96	71
Dell Rapids .....	3	1,731 48	1,000	100 00	.....	.....	.....	1,100 00	631 48	64
Fargo .....	2	24,133 92	2,725	5,705 97	1,304 00	270 90	.....	10,005 87	14,128 05	41
Grafton .....	3	4,075 07	1,500	150 00	.....	.....	.....	1,650 00	2,425 07	40
Grand Forks .....	2	10,414 03	2,225	1,095 00	330 40	100 00	.....	3,750 40	6,663 63	36
Huron .....	3	10,851 04	1,875	1,159 85	59 10	1 00	.....	3,094 95	7,756 09	29
Jamestown .....	3	8,128 32	1,900	1,444 16	.....	.....	.....	3,344 16	4,784 16	41
Lead City .....	3	8,249 10	1,625	400 00	.....	.....	.....	2,025 00	1,224 10	62
Lead City .....	3	2,381 83	1,300	.....	.....	.....	.....	1,300 00	1,081 83	55
Mandan .....	3	4,068 21	1,075	.....	.....	.....	.....	1,075 00	2,993 21	26
Mayville .....	3	2,012 89	1,125	.....	.....	.....	.....	1,125 00	887 89	56
Millbank .....	3	3,570 22	1,425	200 00	.....	.....	.....	1,625 00	1,945 22	45
Mitchell .....	3	6,580 54	1,625	277 32	.....	.....	.....	1,902 82	4,678 22	20
Parker .....	3	2,683 43	1,075	212 49	.....	75	.....	1,288 24	1,395 19	48
Pembina .....	3	2,087 93	1,375	99 82	.....	.....	.....	1,474 82	613 11	41
Rapid City .....	3	2,522 20	1,150	200 00	.....	.....	.....	1,350 00	1,172 20	54
Sioux Falls .....	2	10,238 54	2,100	887 50	767 11	15 00	.....	3,769 61	6,468 93	37
Valley City .....	3	2,894 39	1,450	.....	.....	.....	.....	1,450 00	1,444 39	50
Vermillion .....	3	2,123 84	1,200	270 00	.....	.....	.....	1,470 00	653 84	69
Webpeton .....	3	4,352 63	1,625	99 82	.....	.....	.....	1,624 82	2,727 81	37

Watertown .....	3	4,614 80	1,600	275 00	.....	.....	.....	.....	1,875 00	2,739 80	41
Yankton .....	8	7,599 84	1,975	1,778 00	.....	.....	26 55	.....	3,867 97	8,731 87	51
Total .....	.....	154,834 93	43,800	19,840 48	3,639 03	447 72	.....	.....	67,227 23	87,607 70	43

DELAWARE.

Dover .....	8	\$5,502 55	\$1,775	.....	.....	.....	.....	.....	\$1,775 00	\$3,727 55	32
Middletown .....	3	2,725 21	1,350	\$150 00	.....	.....	.....	.....	1,500 00	1,225 21	55
Milford .....	3	3,259 45	1,475	.....	.....	.....	.....	.....	1,475 00	1,784 45	45
Newark .....	3	2,363 51	1,100	200 00	.....	.....	.....	.....	1,300 00	1,063 51	55
New Castle .....	3	2,194 78	1,200	50 00	.....	.....	.....	.....	1,250 00	1,944 78	57
Smyrna .....	3	3,299 87	1,525	.....	.....	.....	.....	.....	1,525 00	1,774 87	46
Wilmington* .....	2	46,731 16	3,000	7,800 00	.....	.....	\$59 50	\$9,974 37	20,833 87	25,897 29	45
Total .....	.....	66,076 53	11,425	8,200 00	.....	.....	59 50	9,974 37	29,658 87	36,417 66	45

\* In public building; no rent paid.

DISTRICT OF COLUMBIA.

Washington .....	1	\$279,927 26	\$5,000	\$148,574 63	\$10,762 45	\$13,382 12	\$64,863 97	\$242,583 17	\$37,344 09	*87
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\* Includes \$10,792.65 expenses of mail-bag repair depot.

FLORIDA.

Cedar Keys.....	3	\$2,594 97	\$1,325	\$180 00	.....	.....	.....	.....	\$1,505 00	\$1,089 97	58
Fernandina.....	3	4,183 30	1,625	200 00	.....	.....	.....	.....	1,825 00	2,358 30	44
Gainesville.....	3	4,431 98	1,525	616 30	.....	.....	.....	.....	2,142 80	2,289 18	48
Jacksonville.....	2	33,187 29	2,825	5,289 37	\$1,450 00	.....	.....	.....	13,099 57	20,087 72	39
Key West.....	3	4,414 16	1,550	500 00	.....	.....	.....	.....	2,181 74	2,232 42	49
Ocala.....	3	4,058 24	1,850	175 00	.....	.....	.....	.....	1,525 00	2,533 24	38
Orlando.....	3	4,047 75	1,375	300 00	.....	.....	.....	.....	1,675 00	2,372 75	41
Palatka.....	3	6,940 15	1,775	330 50	.....	.....	.....	.....	2,105 50	4,834 65	30
Pensacola.....	2	10,104 69	2,250	1,183 21	900 00	.....	.....	.....	4,370 49	5,734 20	43
Saint Augustine.....	3	5,275 82	1,600	342 79	.....	.....	.....	.....	1,942 79	3,333 03	37
Sanford.....	3	4,569 76	1,450	400 00	.....	.....	.....	.....	1,879 93	2,689 83	41
Tallahassee.....	3	4,710 59	1,675	540 00	.....	.....	.....	.....	2,215 75	2,494 84	47
Tampa.....	3	3,438 54	1,100	519 77	.....	.....	.....	.....	1,619 77	1,818 77	47
Total.....	.....	91,957 24	21,425	10,576 94	2,350 00	356 05	3 380 35	38,088 34	53,868 90	41	



No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

GEORGIA.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Per cent. expense to gross receipts.
Albany	3	\$4,644 70	\$1,726	\$500 00				\$2,225 00	48
Americus	3	4,479 95	1,650	900 00				2,550 00	57
Athens	3	7,611 51	2,000	650 00	\$152 80	\$68 75		2,851 61	37
Atlanta*	1	100,064 89	8,225	14,171 47		\$73 03	\$12,842 55	80,152 01	80
Augusta	3	38,594 32	2,925	4,953 79	1,677 43	157 39	\$6,615 53	16,339 11	71
Bainbridge	3	1,960 89	1,800	397 41				1,697 41	85
Brunswick	3	5,267 26	1,700	400 00		20		2,100 20	40
Cartersville	3	2,905 07	1,425	200 00				1,625 00	56
Columbus	2	17,060 35	2,550	2,165 79	1,187 25	29 05		5,678 01	34
Cuthbert	3	8,643 25	1,500	90 00				1,690 00	41
Dalton	3	8,237 55	1,625	100 94				1,724 94	53
Darien	3	1,936 44	1,150	100 00				1,250 00	65
Forayth	3	1,484 89	1,050	150 00				1,200 00	81
Gainesville	3	8,622 72	1,525	860 00				2,385 00	66
Griffin	3	4,011 84	1,650	270 00				1,920 00	49
Hawkinsville	3	2,280 86	1,200	100 00				1,300 00	53
La Grange	3	2,745 95	1,400	100 00				1,500 00	55
Macon	2	29,851 09	2,775	4,691 00	1,265 85	47 85	4,880 70	13,580 50	46
Madison	3	8,488 13	1,425	500 00				1,425 00	41
Marietta	3	8,821 99	1,625					1,250 00	54
Milledgeville	3	2,890 41	1,450					1,450 00	50
Newman	3	2,863 31	1,425					1,425 00	49
Rome	2	10,682 80	2,275	1,821 60	789 40	31 37		4,416 67	41
Sandersville	3	1,193 17	1,025					1,025 00	66
Savannah	1	62,852 70	3,150	9,173 15	2,911 48	273 81	\$6,687 75	32,095 19	35
Thomasville	3	4,638 17	1,700	75 80				1,775 00	38
Washington	3	2,829 97	1,350	125 00				1,475 00	52
West Point	3	2,151 51	1,100	243 00				1,343 00	62
Total		828,174 89	48,800	42,346 53	7,914 27			97,856 04	39

\* In public building; no rent paid.

IDAHO.

Bellevue	3	\$2,884 89	\$1,325	\$600 00				\$1,925 00	81
Boise City	3	6,179 16	2,000	1,876 00	\$67 00			3,442 00	56
Lewiston	3	2,443 59	1,125	350 00				1,475 00	60
Total		11,007 64	4,450	2,825 00	67 00			6,842 00	62



ILLINOIS.

Abingdon.....	3	\$2,349 94	\$1,325 00	.....	.....	.....	\$1,024 94	56
Aledo.....	3	3,224 06	1,500 00	.....	.....	.....	1,324 06	59
Alton.....	2	10,198 73	2,250 00	.....	.....	.....	5,674 93	44
Amboy.....	3	3,177 25	1,600 00	.....	.....	.....	1,360 59	57
Anna.....	3	2,736 27	1,375 00	.....	.....	.....	1,361 27	50
Arcola.....	3	2,960 96	1,450 00	.....	.....	.....	1,315 96	58
Atlanta.....	3	2,299 76	1,250 00	.....	.....	.....	1,049 76	54
Auburn.....	3	2,596 45	1,200 00	.....	.....	.....	1,346 45	48
Aurora.....	2	16,087 43	2,450 00	.....	120 00	.....	11,430 93	29
Barry.....	3	2,257 00	1,125 00	.....	.....	.....	1,132 00	50
Batavia.....	3	6,416 92	1,825 00	.....	.....	.....	4,591 92	29
Beardstown.....	3	3,592 86	1,550 00	.....	.....	.....	2,042 86	41
Belleville.....	2	9,282 02	2,175 00	.....	739 55	.....	5,144 97	45
Belvidere.....	3	4,720 55	1,800 00	.....	.....	12 50	2,574 55	46
Bloomington.....	2	35,749 15	2,925 00	.....	1,607 80	226 91	20,867 21	42
Braidwood.....	3	3,533 05	1,650 00	.....	.....	.....	1,883 05	47
Bunker Hill.....	3	2,509 09	1,225 00	.....	.....	.....	1,234 09	51
Bushnell.....	3	4,631 56	1,700 00	.....	.....	.....	2,531 56	46
Cairo†.....	2	14,881 62	2,400 00	.....	.....	.....	8,831 62	41
Cambridge.....	3	2,781 19	1,400 00	.....	.....	.....	1,281 22	54
Canton.....	3	6,862 23	1,975 00	.....	.....	.....	4,337 23	37
Carbondale.....	3	3,521 72	1,525 00	.....	.....	.....	1,672 72	53
Carlinville.....	3	4,275 31	1,825 00	.....	.....	.....	2,126 31	48
Carlyle.....	3	2,161 18	1,200 00	.....	.....	.....	961 18	56
Carmi.....	3	3,265 88	1,525 00	.....	.....	.....	1,590 88	51
Carrollton.....	3	5,411 19	1,625 00	.....	.....	.....	3,686 19	32
Carthage.....	3	3,072 65	1,550 00	.....	.....	.....	1,062 65	65
Centralia.....	3	5,434 67	1,750 00	.....	.....	.....	3,232 17	41
Champaign.....	2	10,452 25	2,200 00	.....	100 00	.....	7,132 25	32
Charlestown.....	3	4,526 31	1,725 00	.....	.....	.....	2,226 31	51
Chatsworth.....	3	1,620 01	1,050 00	.....	.....	.....	494 01	69
Chenoe.....	3	1,927 08	1,200 00	.....	.....	.....	727 08	62
Chester.....	3	3,682 07	1,500 00	.....	.....	.....	2,020 07	45
Chicago*†.....	1	1,881,903 19	5,500 00	.....	888,474 27	7,947 11	1,212,422 77	36
Clinton.....	3	3,790 80	1,625 00	.....	.....	.....	2,015 80	47
Collinsville.....	3	2,383 97	1,125 00	.....	.....	.....	1,258 97	47
Danville.....	2	14,129 29	2,500 00	.....	635 00	205 20	7,989 09	43
Decatur.....	2	29,337 61	2,675 00	.....	554 03	8 41	23,100 17	21
De Kalb.....	3	6,097 75	1,750 00	.....	.....	.....	4,347 75	29
Delavan.....	3	2,704 78	1,425 00	.....	.....	.....	1,279 78	53
Dixon.....	2	8,718 18	2,100 00	.....	294 25	.....	5,123 93	41
Duquoin.....	3	3,622 99	1,525 00	.....	.....	.....	1,776 49	51
Dwight.....	3	6,394 47	1,750 00	.....	.....	.....	4,644 47	27
Earlville.....	3	2,100 20	1,200 00	.....	.....	.....	900 29	57
East Saint Louis.....	3	4,450 84	1,675 00	.....	.....	.....	2,775 84	38
Edwardsville.....	3	3,234 37	1,425 00	.....	.....	.....	1,659 37	49
Effingham.....	3	3,642 53	1,550 00	.....	.....	.....	1,849 53	49
Elgin.....	1	57,978 91	3,025 00	.....	2,996 62	747 62	51,171 67	12

\* Includes \$7,970.24 expenses of mail-bag repair depot.

† In public building; no rent paid.

‡ In public building; no rent paid for central office.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884.—Continued.

ILLINOIS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.				Net revenue.	Per cent. expense to gross receipts.
Elmhurst	3	\$2,338 11	\$1,125					\$1,208 11	48
Elmwood	3	2,029 83	1,200					1,829 83	50
El Paso	3	2,840 90	1,425	605 86				1,415 04	54
Englewood	3	10,043 58	2,175	947 00	\$11 72			6,773 20	33
Eureka	3	2,153 80	1,100					1,053 80	51
Evanson	3	12,147 70	2,150	1,000 00	600 00			8,387 70	31
Fairbury	3	3,530 52	1,550		1 30			1,979 22	44
Fairfield	3	2,934 01	1,350					1,584 01	46
Farmer City	3	2,408 29	1,225					1,183 29	51
Farmington	3	1,765 59	1,125					640 59	64
Flora	3	2,360 33	1,225	100 00				1,035 33	56
Forreston	3	1,774 99	1,025	225 00				524 99	70
Freeport	3	19,791 00	2,575	2,173 33	314 33			14,814 00	25
Fulton	3	2,380 04	1,200	162 00				1,018 04	57
Galena*	3	7,398 78	2,000	810 00		64 00		4,524 13	39
Galesburg	3	22,738 18	2,575	3,000 00	1,009 00	182 78	\$3,485 06	12,286 87	46
Galva	3	4,049 86	1,550	175 00				2,224 86	45
Geneseo	3	6,071 32	1,975	475 00				3,621 32	40
Geneva	3	2,417 78	1,225	75 00				1,192 78	51
Gibson City	3	2,824 65	1,300					1,524 65	53
Gilman	3	1,954 05	1,100					854 05	56
Girard	3	1,990 94	1,100	25 00				865 94	57
Greenville	3	2,541 85	1,525	275 00				1,781 85	50
Griggsville	3	2,068 50	1,200					868 50	53
Harvard	3	2,807 58	1,400	90 00				1,317 58	53
Havana	3	3,102 77	1,450	150 00				1,502 77	51
Havelock	3	3,323 41	1,150					1,173 41	53
Henry	3	3,878 43	1,575					2,303 43	41
Highland	3	2,300 61	1,100					1,200 61	53
Hillaborough	3	3,045 50	1,550	150 00				1,345 50	56
Hooperstown	3	2,690 65	1,425	100 00				1,165 65	57
Hyde Park	3	3,787 35	1,550					2,237 35	42
Jacksonville	2	16,413 33	2,575	2,500 00	574 00	43 04		10,722 79	35
Jerseyville	3	5,204 79	1,800	400 00	767 00	141 80		2,944 79	43
Joliet	3	19,168 28	2,575	2,999 99				12,664 47	34
Kankakee	2	7,701 53	2,050	851 25	210 00			4,590 27	40
Kewanee	3	7,653 52	1,800	200 00				5,653 52	26
Knoxville	3	2,500 80	1,350					1,150 80	54
Lacon	3	2,652 36	1,325					1,327 36	49
Lake Forest	3	2,412 91	1,300					1,112 91	54
Lenark	3	3,424 00	1,550					1,874 00	45

\* In public building; no rent paid.

La Salle.....	2	6,263 09	2,100	1,490 00	80 75	12 40	.....	3,689 15	2,574 54	59
Lemont.....	3	1,879 11	1,125	.....	.....	.....	.....	1,125 00	1,754 11	50
Lena.....	3	2,650 75	1,425	.....	.....	.....	.....	1,425 00	1,225 75	53
Lewistown.....	3	2,892 46	1,400	150 00	.....	.....	.....	1,550 00	1,342 46	50
Lincoln.....	2	8,384 87	2,125	915 00	210 00	25 00	.....	3,275 00	5,109 87	39
Litchfield.....	3	4,956 39	1,775	285 75	.....	.....	.....	2,060 75	2,895 64	42
Lockport.....	3	2,881 06	1,475	.....	.....	.....	.....	1,475 00	1,406 96	51
Macomb.....	3	5,103 79	1,675	300 00	.....	.....	.....	1,975 00	3,128 79	39
Marengo.....	3	3,002 38	1,450	.....	.....	.....	.....	1,450 00	1,552 38	48
Marseilles.....	3	3,659 41	1,500	.....	.....	.....	.....	1,500 00	2,159 41	41
Marshall.....	3	3,055 73	1,450	162 00	.....	.....	.....	1,612 00	1,443 73	51
Mason City.....	3	2,633 58	1,350	.....	.....	.....	.....	1,350 00	1,283 58	51
Mattoon.....	2	8,881 40	2,125	1,500 00	360 00	.....	.....	3,985 00	4,896 40	45
Maywood.....	3	2,582 11	1,400	.....	.....	.....	.....	1,400 00	1,182 11	54
Mendota.....	3	5,959 40	1,825	412 00	.....	.....	.....	2,287 00	3,723 40	38
Metropolis City.....	3	2,167 49	1,200	133 15	.....	.....	.....	1,333 15	834 34	62
Minouk.....	3	2,690 44	1,425	100 00	.....	.....	.....	1,525 00	1,174 44	57
Moline.....	2	18,537 70	2,575	2,000 00	1,065 50	.....	.....	5,640 50	12,887 20	30
Monmouth.....	2	10,026 52	2,250	1,600 00	522 00	.....	.....	4,372 00	5,654 52	44
Monticello.....	3	2,560 93	1,325	50 00	.....	.....	.....	1,375 00	1,185 93	53
Morris.....	3	5,898 57	1,850	500 00	138 38	.....	.....	2,488 38	3,410 19	51
Morrison.....	3	4,382 22	1,800	241 00	.....	.....	.....	2,041 00	2,341 22	47
Mount Carmel.....	3	2,808 81	1,675	.....	.....	.....	.....	1,275 00	1,533 81	45
Mount Carroll.....	3	4,206 07	1,675	145 00	.....	.....	.....	1,820 00	2,386 07	43
Mount Morris.....	3	2,946 41	1,175	.....	.....	.....	.....	1,175 00	1,771 41	40
Mount Pulaski.....	3	2,025 61	1,175	.....	.....	.....	.....	1,175 00	850 61	58
Mount Sterling.....	3	2,550 85	1,300	50 00	.....	.....	.....	1,350 00	1,200 85	52
Mount Vernon.....	3	3,725 96	1,525	.....	.....	.....	.....	1,525 00	2,200 96	41
Murphysborough.....	3	2,765 93	1,400	324 00	.....	.....	.....	1,724 00	1,041 93	62
Naperville.....	3	3,141 95	1,425	.....	.....	.....	.....	1,425 00	1,716 95	45
Nashville.....	3	2,989 08	1,375	100 00	.....	.....	.....	1,475 00	1,514 08	49
National Stock Yards.....	3	8,528 29	1,650	.....	.....	.....	.....	1,650 00	6,878 29	19
Newton.....	3	2,110 34	1,100	.....	.....	.....	.....	1,100 00	1,010 34	50
Nokomis.....	3	2,303 93	1,225	.....	.....	.....	.....	1,225 00	1,078 93	53
Normal.....	3	5,518 13	1,625	231 00	.....	.....	.....	1,856 00	3,662 13	34
Oak Point.....	3	4,184 28	1,525	.....	.....	.....	.....	1,525 00	2,659 28	36
Odell.....	3	1,708 87	1,100	.....	.....	.....	.....	1,100 00	608 87	64
Olney.....	3	4,931 78	1,700	343 00	.....	.....	.....	2,043 00	2,888 78	41
Onarga.....	3	2,307 43	1,300	.....	.....	.....	.....	1,300 00	1,007 43	56
Oregon.....	3	3,038 83	1,475	00 00	.....	.....	.....	1,565 00	1,473 83	52
Ottawa.....	2	13,045 31	2,400	1,800 00	448 35	34 25	.....	4,682 60	8,962 71	36
Pana.....	3	4,369 67	1,750	240 00	.....	.....	.....	1,990 00	2,379 67	46
Paris.....	2	7,521 04	2,050	813 76	98 75	.....	.....	2,962 50	4,558 54	39
Paxton.....	3	3,781 44	1,625	.....	.....	.....	.....	1,625 00	2,156 44	43
Pecatonica.....	3	1,937 59	1,100	.....	.....	.....	.....	1,100 00	837 59	57
Pekin.....	2	7,173 59	2,000	1,150 00	126 52	.....	.....	3,276 52	3,897 07	46
Peoria.....	1	68,122 05	3,150	6,440 00	2,917 78	240 08	8,737 51	21,486 27	46,635 78	32
Peru.....	3	3,777 21	1,525	75 00	.....	.....	.....	1,600 00	2,177 21	42
Petersburg.....	3	3,444 36	1,575	265 50	.....	.....	.....	1,840 50	1,603 86	53
Pittsfield.....	3	4,070 55	1,625	300 00	.....	.....	.....	1,925 00	2,145 55	47
Piano.....	3	3,552 08	1,350	.....	.....	.....	.....	1,350 00	2,202 08	38
Pelo.....	3	3,745 47	1,575	75 00	.....	.....	.....	1,650 00	2,095 47	44

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.  
ILLINOIS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Pontiac.....	3	\$4,761 95	\$1,725	.....	.....	.....	.....	\$1,725 00	\$3,036 95	36
Princeton.....	2	7,579 71	2,000	.....	.....	.....	.....	2,863 69	4,716 22	88
Princeville.....	3	983 55	1,150	.....	.....	.....	.....	1,150 00	.....	118
Pullman.....	3	5,883 88	1,500	.....	.....	.....	.....	1,750 00	4,133 83	30
Quincy.....	1	39,688 79	3,000	6,500 00	2,174 18	\$124 18	\$7,349 17	19,147 53	20,541 26	48
Rochelle*.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rock Falls.....	3	3,737 40	1,475	76 00	.....	.....	.....	1,651 00	2,186 40	42
Rockford.....	3	42,234 28	2,925	3,126 00	1,870 47	.....	5,886 26	12,755 73	29,478 55	30
Rock Island.....	3	16,046 42	2,500	4,200 00	1,742 05	59 90	.....	8,501 95	7,544 47	53
Roodhouse.....	3	2,093 48	1,125	100 30	.....	.....	.....	1,225 00	868 48	59
Rushville.....	3	3,135 17	1,400	400 00	.....	.....	.....	1,800 00	1,335 17	38
Saint Charles.....	3	1,793 71	1,000	190 50	.....	.....	.....	1,190 50	603 21	66
Salem.....	3	2,355 19	1,225	187 50	.....	.....	.....	1,412 50	942 69	60
Sandwich.....	3	4,840 21	1,775	.....	.....	.....	.....	1,775 00	3,065 21	36
Savanna.....	3	2,264 55	1,125	250 00	.....	.....	.....	1,375 00	889 55	60
Shawneetown.....	3	2,289 69	1,200	517 50	.....	.....	.....	1,717 50	572 19	75
Shelbyville.....	3	4,693 39	1,775	43 70	.....	.....	.....	1,818 70	2,874 69	39
Sheldon.....	3	1,887 16	1,100	.....	.....	.....	.....	1,100 00	787 16	58
South Chicago.....	3	5,026 25	1,750	150 00	.....	.....	.....	1,900 00	3,126 25	38
Sparta.....	3	2,667 22	1,400	.....	.....	.....	.....	1,400 00	1,267 22	52
Springfield*.....	2	32,983 04	2,925	6,084 00	.....	129 20	7,153 15	16,291 35	16,691 69	49
Sterling.....	2	10,681 64	2,275	1,062 00	813 42	.....	.....	4,150 42	6,531 22	39
Streator.....	2	8,939 60	2,150	1,125 00	536 50	65 00	.....	3,876 50	5,063 10	43
Sullivan.....	3	2,112 57	1,100	200 00	.....	.....	.....	1,300 00	812 57	62
Sycamore.....	3	5,871 78	1,950	180 00	.....	.....	.....	2,130 00	3,741 78	36
Taylorville.....	3	3,858 07	1,625	150 00	.....	.....	.....	1,775 00	2,083 07	46
Toulon.....	3	1,915 37	1,100	.....	.....	.....	.....	1,100 00	815 27	57
Tuscola.....	3	3,477 84	1,525	187 50	.....	.....	.....	1,712 50	1,765 34	49
Urbana.....	3	3,575 60	1,575	716 84	.....	.....	.....	2,291 84	1,283 76	61
Vandalia.....	3	3,569 55	1,525	.....	.....	.....	.....	1,525 00	2,044 55	43
Virden.....	3	2,543 53	1,325	.....	.....	.....	.....	1,325 00	1,218 53	52
Virginia.....	3	2,662 35	1,350	122 00	.....	.....	.....	1,472 00	1,190 35	55
Warren.....	3	2,479 02	1,400	150 00	.....	.....	.....	1,550 00	929 02	63
Warsaw.....	3	2,585 44	1,475	400 00	.....	.....	.....	1,875 00	710 44	72
Washington.....	3	2,609 33	1,300	.....	.....	.....	.....	1,800 00	1,809 33	50
Wataeka.....	3	3,015 99	1,450	.....	.....	.....	.....	1,450 00	1,565 99	48
Waukegan.....	3	6,083 72	1,875	350 00	75 00	.....	.....	2,300 00	3,783 72	38
Waverly.....	3	2,069 04	1,125	.....	.....	.....	.....	1,125 00	944 04	54
Wenona.....	3	2,275 19	1,200	300 00	.....	.....	.....	1,500 00	775 19	66
Wheaton.....	3	2,045 63	1,350	.....	.....	.....	.....	1,850 00	695 63	66
White Hall.....	3	2,995 56	1,425	.....	.....	.....	.....	1,425 00	1,570 56	48

\* In public building; no rent paid.



No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

## INDIANA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Free delivery.	Total expenses.	Per cent. expense to gross receipts.
Lafayette	3	\$2,833 57	\$1,490	...	...	...	\$1,408 08	49
La Porte	3	10,375 24	2,235	\$1,006 00	808 00	...	4,124 00	40
Lawrenceburgh	3	3,547 83	1,600	824 00	...	...	1,924 00	54
Lebanon	3	3,148 70	1,450	100 00	...	...	1,550 00	49
Liberty	3	2,613 48	1,200	76 00	...	...	1,276 00	49
Ligonier	3	3,223 28	1,525	...	...	...	1,526 00	47
Logansport	3	13,942 06	2,500	2,250 73	846 00	...	5,618 23	40
Madison	3	8,730 73	2,175	1,172 50	265 00	...	2,623 05	41
Marion	3	6,927 82	1,850	765 00	...	...	2,615 08	42
Martinsville	3	2,312 19	1,200	200 00	...	...	1,500 00	65
Michigan City	3	7,398 50	2,100	765 94	481 64	...	3,347 58	45
Michiganawa	3	3,343 17	1,600	...	...	...	1,900 00	47
Mitchell	3	2,158 56	1,100	150 00	...	...	1,250 00	58
Monticello	3	2,591 81	1,325	100 00	...	...	1,425 00	55
Mount Vernon	3	3,472 32	1,525	100 00	...	...	1,625 00	47
Muncie	3	6,769 42	1,850	637 50	63 06	...	2,631 46	39
New Albany	3	12,301 35	2,325	2,270 00	618 00	81 25	5,234 26	43
New Castle	3	4,279 37	1,625	204 38	...	...	1,889 38	44
Nobleville	3	3,330 69	1,400	...	...	...	1,400 00	42
North Manchester	3	2,542 65	1,300	90 80	...	...	1,300 80	55
North Vernon	3	2,359 45	1,125	243 00	...	...	1,368 00	59
Notre Dame	3	3,963 03	1,550	...	...	...	1,650 00	42
Penn.	3	3,009 79	2,050	786 73	506 87	...	3,442 00	36
Plymouth	3	4,234 78	1,625	...	...	...	1,625 00	38
Portland	3	3,973 56	1,500	325 00	...	...	1,825 00	46
Princeton	3	3,271 25	1,575	145 00	...	...	1,720 00	53
Rensselaer	3	2,066 31	1,200	...	...	...	1,200 00	57
Richmond	3	26,034 06	2,650	8,403 23	970 00	121 00	12,423 18	48
Rochester	3	3,515 96	1,525	190 50	...	...	1,715 50	49
Rockport	3	2,379 50	1,300	90 00	...	...	1,390 00	54
Rockville	3	2,666 39	1,350	162 00	...	...	1,512 00	57
Rushville	3	5,680 91	1,725	200 00	...	...	1,925 00	34
Seymour	3	4,992 53	1,775	190 50	...	...	1,965 50	39
Shelbyville	3	5,424 10	1,725	248 00	...	...	1,968 00	36
South Bend	3	24,480 38	2,600	2,750 00	1,040 00	68 00	11,042 96	45
Spencer	3	1,988 77	1,100	38 00	...	...	1,138 00	57
Sullivan	3	2,695 22	1,425	117 50	...	...	1,543 50	57
Terre Haute	3	33,679 91	3,925	6,300 00	1,479 70	6,884 31	17,700 05	53
Union City	3	4,763 00	1,875	243 00	...	...	1,918 00	42
Vanderburgh	3	9,764 63	2,300	1,057 50	266 00	...	3,727 00	38
Veray	3	2,444 24	1,500	2,992 50	...	...	3,992 50	64



Vincennes.....	2	10,700 41	2,375	1,699 92	78 82	.....	.....	4,153 74	6,546 67	39
Wabash.....	3	6,444 78	1,850	720 00	.....	.....	.....	2,570 00	3,874 78	40
Warsaw.....	3	5,268 72	1,800	225 00	.....	.....	.....	2,025 00	2,243 72	38
Washington.....	3	4,346 37	1,625	38 00	.....	40	.....	1,663 40	2,682 97	38
Waterloo.....	3	1,919 39	1,125	.....	.....	.....	.....	1,125 00	794 39	59
Winchester.....	3	3,552 03	1,575	240 00	.....	.....	.....	1,815 00	1,737 08	51
Winamac.....	3	1,973 49	1,100	.....	.....	.....	.....	1,100 00	1,873 49	56
Total.....	.....	734,477 58	148,950	89,730 28	12,170 84	7,987 91	69,829 51	323,668 54	405,809 04	45

IOWA.

Ackley.....	3	2,767 47	\$1,450	\$187 50	.....	.....	.....	\$1,637 50	\$1,129 97	59
Afton.....	3	2,342 85	1,325	100 00	.....	.....	.....	1,425 00	1,917 85	61
Albia.....	3	3,920 20	1,650	350 00	.....	.....	.....	2,000 00	1,920 20	51
Algona.....	3	3,781 24	1,575	243 00	.....	.....	.....	1,818 00	1,963 24	48
Ames.....	3	3,523 52	1,500	58 33	.....	.....	.....	1,558 33	1,965 19	44
Anamosa.....	3	4,677 37	1,725	300 00	.....	.....	.....	2,025 00	2,652 37	43
Atlantic.....	2	8,142 77	2,125	1,050 00	.....	.....	.....	3,775 00	4,367 77	46
Audubon.....	3	3,564 83	1,500	100 00	.....	.....	.....	1,600 00	1,964 83	44
Avoca.....	3	3,656 42	1,575	300 00	.....	.....	.....	1,875 00	1,781 42	51
Bedford.....	3	3,973 32	1,650	300 00	.....	.....	.....	1,950 00	2,023 32	50
Belle Plaine.....	3	2,827 60	1,325	.....	.....	.....	.....	1,325 00	1,502 60	47
Bloomfield.....	3	3,100 09	1,550	250 00	.....	.....	.....	1,800 00	1,300 09	58
Boone.....	3	6,735 66	1,950	600 00	.....	.....	.....	2,602 40	4,133 26	39
Brooklyn.....	3	2,384 42	1,300	.....	.....	.....	.....	1,300 00	1,084 42	54
Burlington.....	1	43,247 04	3,075	6,000 00	2,267 52	\$1,299 61	\$5,531 84	18,173 97	25,073 07	70
Carroll.....	3	4,508 79	1,700	150 00	.....	.....	.....	1,850 00	2,658 79	41
Cedar Falls.....	3	6,865 84	1,975	400 00	54 75	.....	.....	2,429 75	4,428 09	35
Cedar Rapids.....	3	36,295 61	3,000	3,500 00	1,106 00	5 75	8,095 43	10,707 18	25,588 43	30
Centerville.....	1	4,409 56	1,625	500 00	.....	.....	.....	2,125 00	2,284 56	47
Chariton.....	3	5,390 96	1,850	466 30	63 01	.....	.....	2,379 31	3,011 65	44
Charles City.....	3	5,211 96	1,725	720 00	.....	.....	.....	2,445 00	2,766 96	47
Cherokee.....	3	4,691 11	1,675	100 00	.....	.....	.....	1,775 00	2,916 11	38
Clarion.....	3	1,766 21	1,000	.....	.....	.....	.....	1,000 00	766 21	55
Clarinda.....	3	5,860 10	1,825	920 00	.....	.....	.....	2,745 00	3,115 10	46
Clear Lake.....	3	2,065 72	1,125	.....	.....	.....	.....	1,125 00	940 72	53
Clinton.....	2	15,324 50	2,525	1,500 00	1,013 00	80	.....	5,038 80	10,295 70	33
Columbus Junction.....	3	1,840 98	1,025	.....	.....	.....	.....	1,025 00	815 98	57
Corning.....	3	4,585 77	1,700	350 00	.....	.....	.....	2,050 00	2,535 77	44
Council Bluffs.....	2	34,745 59	2,825	3,652 75	1,204 50	65 05	4,309 74	12,057 04	22,688 55	34
Creco.....	3	3,672 11	1,550	242 62	.....	.....	.....	1,792 62	1,879 49	48
Creston.....	2	11,750 18	2,275	1,400 00	143 00	.....	.....	3,846 00	7,904 18	32
Davenport.....	1	37,796 65	3,000	5,085 00	1,400 00	115 48	7,666 65	17,267 13	20,519 52	45
Decorah.....	3	6,684 06	1,875	1,000 00	.....	.....	.....	2,875 00	3,809 06	42
Denison.....	3	4,268 57	1,650	237 50	.....	.....	.....	1,887 50	2,371 07	43
Des Moines*.....	1	89,711 16	3,225	9,250 99	.....	71 91	10,070 33	22,786 80	66,925 36	25
De Witt.....	3	2,756 00	1,450	.....	167 57	.....	.....	1,450 00	1,306 00	52
Dubuque.....	1	41,771 76	3,075	5,650 00	.....	226 13	6,300 75	15,821 88	26,449 88	26

\* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## IOWA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Per cent. expense to gross receipts.
Dunlap .....	3	\$3,068 73	\$1,450	.....	.....	47
Eldora .....	3	3,042 09	1,525	\$125 00	.....	43
Emmettsburgh .....	3	3,436 56	1,500	100 00	.....	44
Fairfield .....	3	6,740 21	1,900	700 00	\$300 00	43
Fort Dodge .....	3	3,639 93	2,075	1,000 00	314 92	39
Fort Madison .....	3	5,632 31	1,900	366 30	.....	38
Glenwood .....	3	3,390 14	1,550	76 00	.....	43
Greene .....	3	1,754 76	1,025	.....	.....	57
Greenfield .....	3	2,472 47	1,200	100 00	.....	53
Grennell .....	2	7,257 39	2,000	442 35	153 02	35
Grundy Centre .....	3	2,757 68	1,400	189 00	.....	53
Guthrie Centre .....	3	2,233 35	1,200	300 00	.....	68
Hamburg .....	3	2,222 27	1,475	250 00	.....	62
Hampton .....	3	3,549 29	1,500	.....	.....	43
Harlan .....	3	4,677 04	1,725	270 00	.....	42
Humboldt .....	3	2,396 66	1,200	.....	.....	50
Ida Grove .....	3	4,294 74	1,875	100 00	.....	41
Independence .....	3	7,036 75	1,975	500 00	.....	35
Indianola .....	3	4,383 86	1,625	180 00	.....	41
Iowa City .....	2	14,351 63	2,500	2,275 00	168 00	37
Iowa Falls .....	3	3,656 63	1,525	50 00	.....	42
Jefferson .....	3	3,559 50	1,825	150 00	.....	47
Keokuk .....	2	22,658 57	2,775	3,562 50	1,257 24	51
Knoxville .....	3	2,776 14	1,625	1,000 00	.....	63
Lansing .....	3	2,441 25	1,325	180 00	.....	62
Le Mars .....	2	9,623 11	2,075	1,212 36	81 00	35
Leon .....	3	2,537 72	1,425	190 00	.....	64
Logan .....	3	2,223 51	1,200	87 50	.....	56
Lyons .....	3	5,019 33	1,725	200 00	.....	38
McGregor .....	3	5,534 27	1,800	720 00	.....	46
Malvern .....	3	2,107 90	1,200	300 00	.....	71
Manchester .....	3	5,712 45	1,850	475 00	65 85	42
Maquoketa .....	3	4,731 87	1,700	.....	.....	42
Marengo .....	3	3,469 94	1,560	180 00	.....	66
Marion .....	3	4,255 43	1,675	400 00	.....	43
Marshalltown .....	3	17,635 66	2,575	2,650 00	724 00	34
Mason City .....	3	5,973 23	1,825	500 00	.....	38
Missouri Valley .....	3	3,553 84	1,500	125 00	.....	46
Montezuma .....	3	2,016 44	1,100	149 34	.....	62
Monticello .....	3	3,220 13	1,650	241 22	.....	56
Mount Ayr .....	3	2,777 43	1,426	143 00	.....	53

2,578 06  
 9,140 68  
 2,061 63  
 1,364 50  
 11,140 21  
 1,151 14  
 3,938 25  
 2,254 76  
 3,922 72  
 3,066 01  
 3,064 23  
 3,014 27  
 3,007 90  
 3,321 60  
 3,091 87  
 1,739 94  
 2,130 43  
 11,963 36  
 3,048 23  
 1,928 64  
 1,767 10  
 1,438 91  
 1,190 43



Mount Pleasant.....	2	7,532 13	2,000	1,450 00	618 15	.....	.....	4,068 15	3,463 98	54
Mount Vernon.....	3	2,592 84	1,400	.....	.....	.....	.....	1,400 00	1,192 84	53
Muscataine.....	2	14,372 51	2,475	1,500 00	1,153 00	.....	.....	5,128 00	9,244 51	36
Nashua.....	3	2,458 36	1,275	76 00	.....	.....	.....	1,351 00	1,108 36	54
Nevada.....	3	3,165 79	1,525	100 00	.....	.....	.....	1,625 00	1,540 79	51
New Hampton.....	3	2,368 87	1,225	150 00	.....	.....	.....	1,375 00	291 37	57
Newton.....	3	5,921 77	1,875	375 00	.....	.....	.....	2,250 00	3,671 77	38
Odebolt.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ogden.....	3	2,004 00	1,100	100 00	.....	.....	.....	1,200 00	804 00	60
Osage.....	3	4,186 12	1,675	860 00	.....	.....	.....	2,585 00	1,651 12	59
Osceola.....	3	4,013 20	1,600	162 00	.....	.....	.....	1,762 00	2,251 20	44
Oskaloosa.....	2	13,056 11	2,350	1,700 00	288 00	.....	.....	4,338 00	8,718 11	33
Ottumwa.....	2	19,656 52	2,550	2,471 81	1,233 65	2 08	2,770 37	9,027 91	10,628 61	44
Parkersburgh.....	3	1,755 97	1,025	.....	.....	.....	.....	1,025 00	730 97	51
Pella.....	3	3,015 52	1,425	.....	.....	.....	.....	1,425 00	1,590 52	47
Perry.....	3	4,586 65	1,575	.....	.....	.....	.....	1,575 00	3,020 65	31
Red Oak.....	2	8,543 14	2,075	1,200 00	766 00	.....	.....	4,041 00	4,502 14	47
Seo City.....	3	2,469 86	1,200	135 00	.....	.....	.....	1,335 00	1,134 86	53
Sheldon.....	3	3,437 69	1,500	.....	.....	.....	.....	1,500 00	1,937 69	44
Shenandoah.....	3	5,279 35	1,675	76 00	.....	.....	.....	1,675 00	3,604 35	31
Sibley.....	3	2,809 03	1,275	205 57	.....	.....	.....	1,351 00	1,458 03	48
Sigourney.....	3	3,141 64	1,550	3,385 00	257 80	24 77	.....	1,755 57	1,886 07	56
Sioux City.....	2	27,708 67	2,750	200 00	.....	.....	.....	6,417 57	21,291 10	26
Spencer.....	3	3,535 27	1,500	.....	.....	.....	.....	1,700 00	1,835 27	48
Spirit Lake.....	3	1,851 03	1,075	.....	.....	.....	.....	1,075 00	776 03	56
State Centre.....	3	1,897 10	1,175	112 50	.....	.....	.....	1,287 50	609 60	67
Storm Lake.....	3	4,089 16	1,775	387 50	.....	.....	.....	2,162 50	1,936 68	54
Stuart.....	3	3,352 38	1,550	225 00	.....	.....	.....	1,775 00	1,577 38	52
Tama City.....	3	2,832 14	1,475	100 00	.....	.....	.....	1,575 00	1,257 14	56
Tipton.....	3	3,035 13	1,550	216 66	.....	.....	.....	1,766 66	1,268 47	58
Toledo.....	3	3,668 10	1,525	.....	.....	.....	.....	1,525 00	2,141 10	41
Trager.....	3	2,612 23	1,450	49 93	.....	.....	.....	1,499 93	1,112 30	57
Villisca.....	3	3,283 55	1,525	200 00	.....	.....	.....	1,725 00	1,558 55	52
Vinton.....	3	5,163 74	1,775	100 00	.....	.....	.....	1,875 00	3,288 74	36
Washington.....	3	5,528 89	1,850	582 75	82 20	.....	.....	2,514 95	3,013 94	45
Waterloo.....	2	12,951 93	2,350	2,000 00	452 50	.....	.....	4,802 50	8,149 43	37
Waukon.....	3	2,206 03	1,200	200 00	.....	.....	.....	1,400 00	806 03	64
Waverly.....	3	5,006 80	1,750	600 00	.....	.....	.....	2,350 00	2,656 80	47
Webster City.....	3	4,692 42	1,725	243 00	.....	.....	.....	1,968 00	2,724 42	42
West Liberty.....	3	2,967 15	1,450	174 94	.....	.....	.....	1,624 94	1,342 21	54
West Union.....	3	3,412 50	1,525	300 00	.....	.....	.....	1,825 00	1,587 50	53
What Cheer.....	3	3,184 14	1,525	150 00	.....	.....	.....	1,675 00	1,509 14	52
Wilton Junction.....	3	2,827 68	1,375	181 00	.....	.....	.....	1,556 00	1,271 68	55
Winterset.....	3	4,650 77	1,750	400 00	.....	.....	.....	2,150 00	2,500 77	46
Total.....	.....	869,140 68	206,175	84,783 22	16,012 08	2,168 18	43,961 38	353,099 86	516,040 82	41

\* Returns from October 1 to October 15, 1883, are delinquent.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## KANSAS.

Office.	Class.	Gross receipts.	Salary.						Per cent. expense to gross receipts.
Abilene.....	3	\$7,932 64	\$1,990	\$400 00	.....	.....	.....	.....	20
Arkansas City.....	3	5,071 87	1,525	300 00	.....	.....	.....	.....	34
Atchison.....	2	25,408 08	2,750	4,500 00	.....	\$1,229 00	\$4,004 28	.....	54
Augusta.....	3	2,438 10	1,200	187 42	.....	.....	.....	.....	57
Baxter Springs.....	3	2,008 24	1,125	100 00	.....	.....	.....	.....	51
Beloit.....	3	4,008 77	1,775	450 00	.....	.....	.....	.....	47
Burlington.....	3	2,848 43	1,325	500 00	.....	.....	.....	.....	54
Burlington.....	3	4,874 30	1,725	400 00	.....	.....	.....	.....	48
Caldwell.....	3	2,474 15	1,625	172 50	.....	.....	.....	.....	49
Cawker City.....	3	2,603 94	1,325	200 00	.....	.....	.....	.....	58
Chanute.....	3	3,778 46	1,400	180 00	.....	.....	.....	.....	43
Cherokee.....	3	2,000 34	1,100	180 00	.....	.....	.....	.....	43
Cherry Vale.....	3	3,608 20	1,350	175 00	.....	.....	.....	.....	43
Chetopa.....	3	3,409 44	1,525	400 00	.....	.....	.....	.....	55
Clay Centre.....	3	6,376 41	1,825	400 00	.....	.....	.....	.....	35
Coffeyville.....	3	3,590 74	1,500	400 00	.....	.....	.....	.....	53
Columbus.....	3	5,405 46	1,700	275 00	.....	.....	.....	.....	30
Concordia.....	3	5,192 64	1,790	300 00	.....	.....	.....	.....	30
Council Grove.....	3	3,269 33	1,475	294 85	.....	.....	.....	.....	54
Dodge City.....	3	3,991 23	1,525	300 00	.....	.....	.....	.....	48
El Dorado.....	3	4,929 90	1,625	400 00	.....	.....	.....	.....	41
Ellsworth.....	3	3,276 98	1,500	112 50	.....	.....	.....	.....	49
Emporia.....	3	15,489 68	2,500	1,590 00	.....	.....	.....	.....	33
Eureka.....	3	3,731 83	1,535	300 00	.....	.....	.....	.....	51
Florence.....	3	2,478 47	1,175	349 46	.....	.....	.....	.....	61
Fort Leavenworth.....	3	2,655 47	1,175	300 00	.....	.....	.....	.....	63
Fort Scott.....	2	15,904 00	2,435	3,000 00	.....	.....	.....	.....	73
Fredonia.....	3	3,660 49	1,400	300 00	.....	.....	.....	.....	38
Galena.....	3	1,951 83	1,160	.....	.....	.....	.....	.....	55
Garnett.....	3	4,049 13	1,575	350 00	.....	.....	.....	.....	59
Girard.....	3	4,621 21	1,625	261 00	.....	.....	.....	.....	46
Great Bend.....	3	3,554 10	1,550	300 00	.....	.....	.....	.....	49
Hays City.....	3	2,029 91	1,150	106 00	.....	.....	.....	.....	63
Hawthorn.....	3	3,653 98	1,950	800 00	.....	.....	.....	.....	41
Holton.....	3	3,382 55	1,425	321 00	.....	.....	.....	.....	49
Humboldt.....	3	3,391 94	1,560	300 00	.....	.....	.....	.....	57
Hutchinson.....	3	6,410 08	1,700	350 00	.....	.....	.....	.....	32
Independence.....	3	8,761 89	1,350	480 00	.....	.....	.....	.....	34
Iola.....	3	3,236 44	1,450	187 50	.....	.....	.....	.....	49
Junction City.....	3	7,115 44	1,925	571 50	.....	.....	.....	.....	35

Kirwin	3	2, 012 64	1, 100	200 00	.....	.....	.....	.....	1, 300 00	712 64	65
La Cygne	3	2, 456 15	1, 325	270 00	.....	.....	.....	.....	1, 595 00	861 15	65
Larned	3	4, 260 58	1, 575	528 83	.....	.....	.....	.....	2, 103 33	2, 157 25	49
Lawrence	2	22, 074 89	2, 650	3, 659 55	.....	1, 034 00	.....	.....	7, 343 55	14, 731 34	33
Leavenworth	2	28, 927 01	2, 850	3, 970 93	.....	1, 344 00	25 25	5, 288 25	13, 478 43	15, 448 58	50
Lyons	3	2, 779 23	1, 325	50 00	.....	.....	.....	.....	1, 375 00	1, 404 23	50
McPherson	3	6, 091 94	1, 700	366 31	.....	.....	.....	.....	2, 066 31	4, 025 63	34
Manhattan	3	6, 685 44	1, 850	350 00	.....	.....	.....	.....	2, 200 00	4, 485 44	33
Marion	3	2, 967 78	1, 275	.....	.....	.....	.....	.....	1, 275 00	1, 692 78	43
Marysville	3	3, 894 07	1, 550	175 00	.....	.....	.....	.....	1, 725 00	1, 693 07	51
Medicine Lodge	3	2, 009 87	1, 100	200 00	.....	.....	.....	.....	1, 300 00	1, 709 87	65
Minneapolis	3	3, 426 92	1, 450	240 00	.....	.....	.....	.....	1, 690 00	1, 736 92	49
Neodesha	3	1, 914 95	1, 000	.....	.....	.....	.....	.....	1, 000 00	914 95	52
Newton	3	8, 666 87	1, 900	316 85	.....	.....	.....	.....	2, 216 85	6, 450 02	25
Olathe	3	5, 323 14	1, 800	425 00	.....	14 25	.....	.....	2, 239 25	3, 083 89	42
Oaage City	3	4, 271 35	1, 650	466 30	.....	.....	.....	.....	2, 116 30	2, 155 05	47
Osborne	3	2, 228 93	1, 175	100 00	.....	.....	.....	.....	1, 275 00	953 93	57
Oswego	3	5, 105 53	1, 700	416 66	.....	.....	.....	.....	2, 116 66	2, 988 87	41
Ottawa	2	9, 543 53	2, 125	689 28	.....	300 00	8 85	.....	3, 123 13	6, 420 40	33
Paola	3	5, 543 96	1, 825	500 00	.....	.....	.....	.....	2, 325 00	3, 218 96	42
Parsons	2	9, 840 65	2, 200	1, 300 00	.....	240 00	21 00	.....	3, 761 00	6, 079 65	38
Peabody	3	2, 849 36	1, 400	.....	.....	.....	.....	.....	1, 400 00	1, 449 36	49
Pittsburgh	3	3, 461 44	1, 325	.....	.....	.....	.....	.....	1, 325 00	2, 136 44	35
Pleasanton	3	2, 343 58	1, 200	50 00	.....	.....	.....	.....	1, 250 00	1, 093 58	53
Russell	3	2, 115 50	1, 250	250 00	.....	.....	.....	.....	1, 500 00	1, 615 50	71
Sabetha	3	2, 979 68	1, 400	.....	.....	.....	.....	.....	1, 400 00	1, 579 68	47
Saint Mary's	3	2, 328 00	1, 100	.....	.....	.....	.....	.....	1, 100 00	1, 228 00	47
Salina	2	7, 560 60	2, 000	1, 186 00	.....	.....	.....	.....	3, 186 00	4, 374 60	42
Seneca	3	3, 958 33	1, 625	200 00	.....	.....	.....	.....	1, 825 00	2, 133 33	46
Solomon City	3	2, 291 51	1, 075	150 00	.....	.....	.....	.....	1, 225 00	1, 066 51	53
Sterling	3	3, 888 12	1, 525	270 00	.....	.....	.....	.....	1, 795 00	2, 093 12	46
Topeka	1	51, 796 15	3, 000	6, 813 14	.....	1, 138 05	193 83	5, 659 68	16, 804 70	34, 991 45	32
Valley Falls	3	2, 354 78	1, 200	100 00	.....	.....	.....	.....	1, 300 00	1, 054 78	55
Wa Keeney	3	1, 961 93	1, 000	300 00	.....	.....	.....	.....	1, 300 00	661 93	66
Wamego	3	3, 092 12	1, 400	180 00	.....	.....	.....	.....	1, 580 00	1, 512 12	51
Washington	3	3, 609 59	1, 375	135 47	.....	.....	.....	.....	1, 510 47	2, 090 12	42
Waterville	3	1, 994 45	1, 000	243 00	.....	.....	.....	.....	1, 243 00	751 45	63
Wellington	3	8, 841 49	1, 850	300 00	.....	.....	.....	.....	2, 150 00	6, 691 49	24
Wichita	2	16, 525 76	2, 500	2, 200 00	.....	615 00	11 70	.....	5, 326 70	11, 199 06	32
Winfield	2	9, 214 58	2, 000	1, 200 00	.....	.....	.....	.....	3, 200 00	6, 014 58	35
Wyandotte	2	14, 308 70	2, 275	798 00	.....	660 00	.....	.....	3, 733 00	10, 575 70	26
Total	.....	494, 184 47	129, 125	49, 755 72	7, 907 73	478 11	15, 942 19	203, 208 75	290, 975 72	41	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

KENTUCKY.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Ashland	3	\$3,811 01	\$1,550	\$225 00				\$1,775 00	\$2,036 01	47
Bardstown	3	2,067 86	1,150					1,150 00	917 86	56
Bowling Green	3	6,510 31	1,875	600 00				2,475 00	4,035 31	39
Catlettsburgh	3	3,200 66	1,350	160 00				1,510 00	1,690 66	47
Covington*	2	22,598 03	2,575	3,325 00		\$111 50	\$4,677 17	10,688 67	11,909 36	47
Cynthiana	3	3,472 98	1,525					1,525 00	1,947 98	44
Danville	3	6,071 66	1,850	540 00				2,390 00	3,681 66	39
Elizabethtown	3	2,831 59	1,450	300 00				1,750 00	1,081 59	62
Frankfort	2	12,048 75	2,275	1,650 00	\$506 55	7 65		4,439 20	7,609 55	37
Franklin	3	2,284 80	1,200	158 00				1,358 00	926 80	59
Georgetown	3	4,107 50	1,550	200 00				1,750 00	2,357 50	43
Glasgow†	3	2,938 36	1,400	300 00				1,700 00	1,238 36	58
Harrodsburgh	3	3,506 68	1,500	200 00				1,700 00	1,806 68	48
Henderson	3	6,309 14	1,800	555 00	37 50			2,392 50	3,916 64	38
Hickman	3	1,829 28	1,100	76 00				1,176 00	653 28	61
Hopkinsville	3	6,038 02	1,800	243 00				2,043 00	3,995 02	34
Lancaster	3	1,833 31	1,075	50 00				1,125 00	708 31	61
Lebanon	3	4,261 22	1,525	450 00				1,975 00	2,286 22	44
Lexington	2	26,339 47	2,775	3,700 00	1,155 03		3,976 99	11,607 02	14,732 45	45
Louisville*	1	262,165 38	3,575	34,107 36		703 67	41,363 16	79,749 19	182,416 19	30
Madisonville	3	2,487 30	1,025					1,025 00	1,462 30	41
Maysville	3	8,028 88	1,975	948 55				2,923 55	5,105 33	36
Mount Sterling	3	5,207 46	1,700	310 00				2,010 00	3,197 46	39
Newport	2	8,989 23	2,075	1,600 00	234 00	192 41		4,101 41	4,887 82	46
Nicholasville	3	2,329 01	1,200	250 00				1,450 00	879 01	62
Owensborough	2	8,716 74	2,100	900 00	250 00			3,250 00	5,466 74	37
Paducah	2	11,288 21	2,350	1,155 00	72 00			3,577 00	7,711 21	32
Paris	3	6,253 79	1,925	700 00	58 80			2,683 80	3,569 99	41
Richmond	3	4,250 67	1,575	700 00				2,275 00	1,975 67	51
Russellville	3	3,198 84	1,500	324 00				1,824 00	1,374 84	57
Shelbyville	3	4,143 98	1,625	300 00				1,925 00	2,218 98	46
Stanford	3	2,917 71	1,275					1,275 00	1,642 71	44
Versailles	3	2,971 82	1,450	100 00				1,550 00	1,421 82	52
Winchester	3	3,295 75	1,575					1,575 00	1,720 75	48
Total	.....	458,305 40	58,250	54,126 91	2,313 88	1,015 23	50 017 82	165,723 84	292,582 06	86

\* In public building; no rent paid.

LOUISIANA.

Alexandria .....	3	\$2,665 41	\$1,325	\$525 00	.....	.....	.....	.....	.....	\$1,850 00	\$815 41	69
Baton Rouge.....	3	5,713 64	1,825	278 00	.....	.....	.....	.....	.....	2,104 00	3,609 64	37
Bayou Sara .....	3	1,854 66	1,000	100 00	.....	.....	.....	.....	.....	1,100 00	754 66	59
Donaldsonville.....	3	3,286 66	1,425	.....	.....	.....	.....	.....	.....	1,425 00	1,861 66	43
Franklin .....	3	2,246 54	1,100	.....	.....	.....	.....	.....	.....	1,100 00	1,146 54	49
Lake Charles .....	3	2,998 06	1,325	130 00	.....	.....	.....	.....	.....	1,455 00	1,543 06	49
Monroe .....	3	3,349 86	1,550	690 00	.....	.....	.....	.....	.....	2,150 00	1,199 86	64
Morgan City.....	3	1,590 83	1,050	.....	.....	.....	.....	.....	.....	1,050 00	540 83	66
New Iberia .....	3	3,574 89	1,550	321 50	.....	.....	.....	.....	.....	1,871 50	1,703 39	52
New Orleans* .....	1	264,072 33	2,700	53,784 70	.....	.....	.....	.....	.....	109,810 63	154,261 70	42
Opelousas .....	3	2,320 87	1,175	76 00	.....	.....	.....	.....	.....	1,251 00	1,069 87	54
Plaquemine.....	3	2,325 75	1,125	75 00	.....	.....	.....	.....	.....	1,200 00	1,125 75	52
Shreveport .....	2	9,788 93	2,375	1,600 00	.....	.....	.....	.....	.....	4,290 60	5,498 33	44
Thibodaux.....	3	2,687 53	1,300	162 00	.....	.....	.....	.....	.....	1,462 00	1,225 53	54
Total .....		308,475 96	21,825	57,652 20	312 50	693 40	51,636 63	132,119 73	176,356 23			42

\* In public building; no rent paid.

MAINE.

Auburn .....	2	\$10,113 97	\$2,225	\$875 90	.....	\$600 00	\$10 00	.....	.....	\$3,710 90	\$6,403 07	37
Augusta .....	1	48,961 58	3,150	13,158 18	.....	3,090 78	139 12	.....	.....	22,971 75	25,989 83	47
Bangor* .....	2	27,949 27	2,850	5,400 00	.....	.....	23 00	.....	.....	12,221 03	15,728 24	40
Bath* .....	2	10,384 55	2,300	1,387 64	.....	.....	.....	.....	.....	3,687 64	6,696 91	35
Belfast* .....	3	5,968 69	1,750	1,648 00	.....	.....	.....	.....	.....	2,398 00	3,570 69	40
Biddeford .....	2	9,611 68	2,425	1,563 00	.....	844 50	.....	.....	.....	4,832 50	4,779 18	50
Brunswick .....	3	5,602 44	1,825	630 00	.....	.....	.....	.....	.....	2,455 00	3,147 44	44
Bucksport .....	3	2,337 00	1,300	400 00	.....	.....	.....	.....	.....	1,700 00	637 00	73
Calais .....	3	4,653 98	1,800	900 00	.....	100 00	.....	.....	.....	2,800 00	1,853 00	60
Camden .....	3	2,385 98	1,325	150 00	.....	.....	.....	.....	.....	1,475 00	910 98	62
Dexter .....	3	3,134 94	1,525	359 17	.....	.....	.....	.....	.....	1,894 17	1,250 77	60
Eastport* .....	3	3,814 36	1,575	1,000 00	.....	.....	36 09	.....	.....	2,611 09	1,203 27	68
Ellsworth* .....	3	3,785 03	1,525	950 00	.....	.....	.....	.....	.....	2,475 00	1,310 03	65
Fairfield .....	3	2,299 49	1,225	.....	.....	.....	.....	.....	.....	1,225 00	1,074 49	53
Farmington .....	3	2,969 46	1,425	500 00	.....	.....	.....	.....	.....	1,925 00	1,064 46	64
Gardiner .....	3	6,621 66	1,950	409 50	.....	112 50	.....	.....	.....	2,472 00	4,149 66	37
Hallowell .....	3	4,016 51	1,700	.....	.....	37 50	.....	.....	.....	1,737 50	2,279 01	43
Houlton .....	3	4,052 71	1,500	300 00	.....	.....	.....	.....	.....	1,800 00	2,252 71	44
Lewiston .....	2	19,306 41	2,675	2,256 46	.....	1,500 00	.....	.....	.....	10,339 41	8,967 00	53
Machias* .....	3	2,068 20	1,125	240 00	.....	.....	1 75	.....	.....	1,366 75	701 45	66
Mechanic's Falls .....	3	2,354 81	1,100	162 00	.....	.....	.....	.....	.....	1,262 00	1,092 81	54
Norway .....	3	2,697 30	1,275	150 00	.....	.....	.....	.....	.....	1,425 00	1,272 30	53
Portland* .....	1	91,711 73	3,225	18,415 49	.....	.....	72 45	.....	.....	31,066 00	60,645 73	34
Richmond .....	3	3,024 10	1,525	.....	.....	.....	.....	.....	.....	1,525 00	1,499 10	31
Rockland* .....	2	9,030 59	2,100	1,050 00	.....	.....	.....	.....	.....	3,150 00	5,870 59	35
Saco .....	3	5,044 34	1,850	700 00	.....	.....	.....	.....	.....	2,550 00	2,494 34	51
Skowhegan .....	3	5,014 06	1,675	243 00	.....	.....	.....	.....	.....	1,918 00	3,096 06	38

\* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## MAINE—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Net revenue.	Per cent. expenses to gross receipts.
Thomaston.....	3	\$2,751 82	\$1,450	\$100 00	.....	\$1,201 82	56
Waldoborough*.....	3	2,096 37	1,100	150 00	.....	846 37	60
Waterville.....	2	7,831 80	2,000	525 00	\$200 84	5,085 96	36
Wiscasset*.....	3	2,087 06	1,100	.....	.....	987 06	57
Winthrop.....	3	2,809 54	1,225	.....	.....	1,084 54	53
Total.....	.....	316,050 45	56,800	52,628 24	6,576 12	186,924 83	43

\* In public building; no rent paid.

## MARYLAND.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Net revenue.	Per cent. expenses to gross receipts.
Annapolis.....	2	\$14,365 79	\$2,000	\$2,000 00	.....	\$10,318 44	28
Baltimore*.....	1	507,124 08	4,750	97,693 79	\$3,500 00	292,826 72	42
Bel Air.....	3	2,544 16	1,175	100 00	.....	1,269 16	50
Cambridge.....	3	2,960 90	1,275	250 00	.....	1,435 90	52
Centerville.....	2	2,598 14	1,275	200 00	.....	1,123 14	57
Chester town.....	3	2,771 80	1,350	100 00	.....	1,321 80	52
Cumbarland.....	3	11,907 42	2,400	2,000 00	718 00	6,440 74	45
Easton.....	3	4,977 11	1,675	400 00	.....	2,902 11	42
Ellicott City.....	3	3,615 08	1,500	300 00	.....	1,815 08	50
Emmitsburgh.....	3	2,693 90	1,400	.....	.....	1,293 90	52
Frederick.....	3	3,313 38	1,300	.....	.....	2,013 38	39
Frostburg.....	3	10,618 29	2,350	1,200 00	1,000 00	6,056 29	43
Hagerstown.....	3	2,640 74	1,425	181 00	.....	824 74	68
Havre de Grace.....	3	10,698 96	2,200	1,943 25	479 42	6,771 29	36
Port Deposit.....	3	2,806 27	1,275	150 00	.....	1,381 27	51
Salisbury.....	3	2,347 51	1,200	.....	.....	1,147 51	51
Towson.....	3	8,836 53	1,500	90 00	.....	1,736 53	47
Westminster.....	3	2,395 04	1,100	.....	.....	1,295 04	46
Total.....	.....	597,136 26	32,700	106,558 04	5,697 42	282,927 01	43

\* In public building; no rent paid.

**MASSACHUSETTS.**

Abington	3	\$2,249 18	\$1,150																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															</
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\* In public building; no rent paid for central office.

**† In public building; no rent paid.**



No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

MASSACHUSETTS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Leominster .....	3	\$6,055 78	\$1,925	\$350 00	\$68 25	.....	.....	\$2,343 25	\$3,712 53	38
Lowell .....	1	84,790 98	3,150	5,781 41	2,350 00	\$13 00	\$12,082 94	23,377 35	61,413 63	27
Lynn .....	1	45,723 55	3,000	4,200 00	1,602 00	.....	10,383 46	19,185 46	26,538 09	81
Malden .....	2	9,732 04	2,200	754 50	500 00	.....	.....	3,454 50	6,277 54	64
Marblehead .....	3	7,168 21	1,900	1,100 00	.....	.....	.....	3,000 00	4,168 21	58
Marlborough .....	2	7,946 10	2,025	950 00	118 00	39 20	.....	3,132 20	4,813 90	60
Medford .....	3	4,753 71	1,675	.....	.....	.....	.....	1,675 00	3,078 71	64
Melrose .....	3	4,389 47	1,550	.....	.....	.....	.....	1,550 00	2,839 47	35
Merrimac .....	3	2,231 14	1,225	.....	.....	.....	.....	1,225 00	1,006 14	54
Methuen .....	3	2,426 26	1,325	.....	.....	.....	.....	1,325 00	1,101 26	54
Middleborough .....	3	6,673 91	1,900	.....	.....	.....	.....	1,900 00	4,773 91	28
Milford .....	3	7,180 51	1,950	720 00	.....	.....	.....	2,670 00	4,510 51	35
Millbury .....	3	2,990 72	1,450	.....	.....	.....	.....	1,450 00	1,540 72	47
Milton .....	3	4,073 28	1,675	.....	.....	.....	.....	1,675 00	2,398 28	41
Monson .....	3	2,709 44	1,450	.....	.....	.....	.....	1,450 00	1,259 44	53
Nantucket .....	3	5,803 44	1,850	.....	.....	.....	.....	1,850 00	3,953 44	31
Natick .....	2	6,830 52	2,000	400 00	97 00	.....	.....	2,497 00	4,333 52	36
New Bedford * .....	2	39,911 01	2,825	3,950 05	.....	49 10	7,939 23	14,763 38	25,147 63	37
Newburyport .....	2	14,782 29	2,475	1,850 00	1,068 02	16 00	.....	5,409 02	9,373 27	36
Newton .....	2	9,320 47	2,050	350 00	.....	.....	.....	2,400 00	6,920 47	25
Newton Centre .....	3	3,232 05	1,500	.....	.....	.....	.....	1,500 00	1,732 05	46
Newtonville .....	3	4,443 79	1,550	.....	.....	.....	.....	1,550 00	2,893 79	34
North Adams .....	2	14,105 98	2,500	1,362 75	482 18	.....	.....	4,344 93	9,761 05	30
Northampton .....	2	15,522 89	2,450	1,516 93	716 00	.....	.....	4,682 93	10,839 96	30
North Andover Depot .....	3	1,602 91	1,075	.....	.....	.....	.....	1,075 00	527 91	67
North Attleborough .....	2	7,072 49	2,025	300 00	75 00	.....	.....	2,400 00	4,672 49	33
North Brookfield .....	3	3,197 99	1,575	.....	.....	.....	.....	1,575 00	1,622 99	49
Orange .....	3	4,784 55	1,700	50 00	.....	.....	.....	1,750 00	3,034 55	36
Palmer .....	3	5,117 64	1,575	324 00	.....	.....	.....	1,899 00	3,218 64	37
Peabody .....	3	6,007 25	1,775	275 00	64 11	.....	.....	2,114 11	3,893 14	35
Pittsfield .....	2	23,952 17	2,725	2,650 00	1,235 53	167 83	2,655 25	9,433 61	14,518 56	39
Plymouth .....	2	7,871 74	2,025	1,100 00	200 00	3 00	.....	3,328 00	4,543 74	42
Provincetown .....	3	3,575 94	1,500	.....	.....	.....	.....	1,500 00	2,078 94	42
Quincy .....	3	6,619 75	1,925	275 00	50 75	.....	.....	2,250 75	4,369 00	34
Randolph .....	3	2,461 80	1,225	.....	.....	.....	.....	1,225 00	1,236 80	49
Reading .....	3	3,091 66	1,425	.....	.....	.....	.....	1,425 00	1,666 66	46
Rockport .....	3	1,905 75	1,000	.....	.....	.....	.....	1,000 00	905 75	52
Rockland .....	3	3,133 86	1,475	.....	.....	.....	.....	1,475 00	1,658 86	49
Salem .....	2	24,682 07	2,725	3,500 00	2,181 30	84 89	6,734 10	15,175 29	9,506 78	34
Sandwich .....	3	2,721 82	1,800	.....	.....	.....	.....	1,300 00	1,421 82	48
Shelburne Falls .....	3	3,679 56	1,525	.....	.....	.....	.....	1,525 00	2,154 56	41

\* In public building; no rent paid.



South Abington.....	3	2,531 06	1,225	.....	.....	.....	.....	1,225 00	1,306 06	48
Southbridge.....	3	3,623 72	1,500	.....	.....	.....	.....	1,500 00	2,123 72	41
South Framingham.....	3	6,180 00	1,825	.....	.....	.....	.....	1,987 00	4,193 00	32
Spencer.....	3	5,388 06	1,825	.....	.....	.....	.....	2,137 50	3,250 56	40
Springfield.....	1	72,703 16	3,150	.....	.....	.....	.....	20,930 45	51,772 71	18
Stockbridge.....	3	3,138 38	1,425	.....	.....	.....	.....	1,425 00	1,713 38	45
Stoneham.....	3	5,006 15	1,700	.....	.....	.....	.....	1,700 00	3,306 15	33
Taunton*.....	2	23,295 50	2,750	.....	.....	.....	.....	12,497 24	10,798 26	53
Stoughton*.....	3	2,598 88	1,300	.....	.....	.....	.....	1,300 00	1,298 88	50
Turner's Falls.....	3	3,560 98	1,625	.....	.....	.....	.....	1,625 00	1,935 98	45
Wakefield.....	3	6,169 59	1,850	.....	.....	.....	.....	2,300 00	3,869 59	37
Waltham.....	2	14,494 96	2,500	.....	.....	.....	.....	4,573 00	9,921 96	31
Ware.....	3	4,523 15	1,650	.....	.....	.....	.....	1,650 00	2,873 15	36
Warren.....	3	3,262 90	1,525	.....	.....	.....	.....	1,525 00	1,737 90	46
Watertown.....	3	4,683 47	1,575	.....	.....	.....	.....	1,575 00	3,108 47	33
Webster.....	3	4,584 32	1,725	.....	.....	.....	.....	1,950 00	2,634 32	42
Wellesley.....	3	3,602 37	1,575	.....	.....	.....	.....	1,775 00	1,827 37	49
Westborough.....	3	6,153 41	1,950	.....	.....	.....	.....	2,625 00	3,528 41	42
Westfield.....	2	14,482 41	2,575	.....	.....	.....	.....	4,979 24	9,503 17	84
West Gardner.....	3	2,610 86	1,200	.....	.....	.....	.....	1,300 00	1,310 86	50
West Newton.....	3	3,881 59	1,625	.....	.....	.....	.....	1,625 00	2,256 59	42
Weymouth.....	3	2,094 69	1,200	.....	.....	.....	.....	1,200 00	894 69	57
Whitinsville.....	3	2,456 90	1,350	.....	.....	.....	.....	1,350 00	1,106 90	54
Williamstown.....	3	3,449 11	1,525	.....	.....	.....	.....	1,525 00	1,924 11	44
Winchendon.....	3	4,810 67	1,650	.....	.....	.....	.....	1,974 00	2,836 67	41
Winchester.....	3	3,636 43	1,550	.....	.....	.....	.....	1,550 00	2,086 43	42
Woburn.....	3	7,090 51	1,925	.....	.....	.....	.....	2,352 00	4,738 51	32
Worcester.....	1	92,272 48	3,225	.....	.....	.....	.....	31,238 33	61,034 15	19
Total.....	.....	2,549,239 86	214,325	344,586 98	40,513 15	7,715 64	342,871 35	950,012 12	1,599,227 74	37

MICHIGAN.

Adrian.....	2	\$14,108 34	\$2,500	\$1,975 00	\$616 00	\$40 00	.....	\$5,131 00	\$8,972 34	36
Albion.....	2	7,200 75	2,050	675 00	300 00	.....	.....	3,025 00	4,175 75	42
Allegan.....	3	5,229 27	1,775	200 00	.....	.....	.....	1,975 00	3,254 27	37
Alpena.....	3	6,659 88	1,975	425 00	.....	.....	.....	2,400 00	4,259 88	36
Ann Arbor.....	2	20,959 88	2,675	3,016 89	1,550 00	23 99	.....	7,265 88	13,694 00	34
Battle Creek.....	2	20,460 01	2,575	3,035 75	1,180 00	.....	.....	6,790 75	13,669 26	33
Bay City.....	2	24,064 05	2,750	3,000 00	1,568 68	199 28	\$4,575 95	12,093 89	11,970 16	50
Benton Harbor.....	3	4,453 24	1,725	175 00	.....	.....	.....	1,900 00	2,553 24	42
Berrien Springs.....	3	4,726 51	1,475	.....	455 00	.....	.....	1,475 00	3,251 51	31
Big Rapids.....	2	10,401 26	2,175	1,385 00	.....	.....	.....	4,015 00	6,386 26	39
Blissfield.....	3	1,810 62	1,100	.....	.....	.....	.....	1,100 00	710 62	61
Buchanan.....	3	3,726 25	1,550	.....	.....	.....	.....	1,550 00	2,176 25	41
Cadillac.....	2	7,256 65	2,025	570 05	263 00	.....	.....	2,858 00	4,398 65	39
Calumet.....	3	5,491 69	1,800	200 00	30 00	.....	.....	2,030 00	3,461 69	37
Caro.....	3	3,207 93	1,525	100 00	.....	.....	.....	1,625 00	1,582 93	50
Charlotte.....	3	7,035 29	1,850	1,000 00	131 20	.....	.....	2,981 20	4,054 09	42
Cheboygan.....	3	4,410 98	1,700	.....	.....	.....	.....	1,700 00	2,710 98	38



Mason	3	3, 148 42	1, 575						1, 575 00	1, 573 42	50
Menominee	3	4, 903 50	1, 625						1, 625 00	3, 278 50	33
Midland	3	3, 017 25	1, 375						1, 375 00	1, 642 25	45
Monroe	3	5, 554 99	1, 850			66 49		353 00	2, 271 19	3, 283 80	41
Montague	3	2, 261 90	1, 225						1, 225 00	1, 036 90	54
Mount Clemens	3	3, 741 81	1, 550						1, 550 00	2, 191 81	41
Mount Pleasant	3	3, 113 69	1, 325					50 00	1, 375 00	1, 738 69	44
Muskegon	2	19, 119 84	2, 575			176 00		2, 165 81	4, 916 81	14, 203 03	26
Negaunee	3	3, 748 22	1, 700			17 50		243 00	1, 960 50	1, 787 72	52
Niles	3	6, 499 95	1, 950			101 40		900 00	2, 951 40	3, 548 55	45
Norway	3	2, 215 89	1, 425						1, 425 00	790 89	64
Oceola	3	2, 413 67	1, 200						1, 200 00	1, 213 67	50
Otaego	3	2, 504 57	1, 225						1, 225 00	1, 279 57	49
Ovid	3	3, 111 89	1, 500						1, 500 00	1, 611 89	48
Owosso	3	5, 734 75	1, 775						1, 775 00	3, 959 75	31
Paw Paw	3	3, 376 02	1, 525						1, 525 00	1, 851 02	45
Petokey	3	4, 619 15	1, 725					300 00	2, 025 00	2, 594 15	43
Plainwell	3	2, 543 96	1, 225						1, 225 00	1, 318 96	48
Pontiac	2	7, 975 78	2, 050			479 47		759 00	3, 288 47	4, 687 31	41
Port Huron*	2	13, 836 30	2, 300					1, 975 00	4, 282 75	9, 553 55	31
Portland	3	3, 055 00	1, 425					195 00	1, 620 00	1, 436 00	53
Portsmouth	3	1, 790 48	1, 125					400 00	1, 125 00	665 48	63
Quincy	3	3, 318 81	1, 500						1, 900 00	1, 418 31	57
Quinnesec	3	1, 259 16	1, 175						1, 175 00	84 16	90
Reading	3	2, 633 88	1, 200						1, 200 00	1, 433 88	45
Reed City	3	3, 315 47	1, 450						1, 450 00	1, 865 47	44
Republic	3	1, 628 57	1, 125						1, 125 00	503 57	68
Romeo	3	3, 161 27	1, 500					162 00	1, 662 00	1, 499 27	52
Saginaw	2	10, 597 81	2, 425			304 88		1, 500 00	4, 229 88	6, 367 93	40
Saint Clair	3	4, 432 09	1, 675					100 00	1, 775 00	2, 657 09	40
Saint Ignace	3	2, 524 16	1, 325					275 00	1, 600 00	924 16	63
Saint John's	3	4, 642 87	1, 725					450 00	2, 175 00	2, 467 87	47
Saint Joseph	3	5, 050 78	1, 675					200 00	1, 675 00	3, 375 78	31
Saint Louis	3	4, 068 06	1, 675						1, 875 00	2, 193 06	46
South Haven	3	2, 393 35	1, 325					300 00	1, 325 00	1, 068 35	55
Stanton	3	4, 183 28	1, 725					162 00	2, 025 00	2, 158 28	49
Sturgis	3	3, 786 63	1, 625						1, 787 00	1, 949 63	48
Tecumseh	3	4, 575 69	1, 729						1, 725 00	2, 850 69	38
Three Rivers	3	6, 059 88	1, 800						1, 800 00	4, 259 88	29
Traverse City	3	6, 125 50	1, 850					500 00	2, 350 00	3, 775 50	38
Union City	3	2, 697 15	1, 325						1, 325 00	1, 372 15	49
Vassar	3	2, 431 23	1, 275					200 00	1, 475 00	956 23	61
West Bay City	3	4, 629 79	1, 775			125 79		475 00	2, 375 79	2, 254 00	51
Whitehall	3	2, 629 67	1, 425						1, 425 00	1, 204 67	54
White Pigeon	3	2, 257 09	1, 200						1, 200 00	1, 057 09	53
Williamstown	3	2, 070 20	1, 125						1, 125 00	945 20	54
Ypsilanti	2	8, 617 32	2, 150			363 00		1, 109 52	3, 622 52	4, 985 80	42
Total		1, 012, 389 12	183, 225			16, 253 85		101, 645 74	374, 555 32	637, 833 80	37

\* In public building; no rent paid.

† Returns for 4th quarter, 1883, and 1st quarter, 1884, are delinquent.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884.—Continued.

## MINNESOTA.

Office.	Class.	Gross receipts.	Salary.	Clark hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Net revenue.	Per cent. expense to gross receipts.
Ada .....	3	\$2,192 00	\$1,175					\$1,017 00	54
Albert Lea .....	3	5,505 52	1,775	350 00				3,380 52	39
Alexandria .....	3	3,125 64	1,500	100 00				1,525 64	51
Anoka .....	3	4,984 54	1,675	100 00				3,209 54	36
Austin .....	3	4,380 79	1,725	450 00				2,205 79	50
Brainerd .....	3	7,532 75	2,225	1,077 00	\$700 82	\$85 00		3,404 93	55
Chatfield .....	3	1,933 50	1,100					833 50	57
Crookston .....	3	5,980 33	1,825	155 00				4,000 33	31
Detroit City .....	3	2,476 29	1,200	76 00				1,200 29	52
Duluth .....	2	19,688 16	2,475	2,550 00	1,317 50			13,345 66	32
Faribault .....	2	9,100 25	2,150	1,420 00	527 40	24 50		4,978 35	45
Fergus Falls .....	2	7,794 38	1,950	1,620 00	432 13	3 00		4,789 25	38
Glencoe .....	3	2,733 31	1,425	1,800 00				1,128 31	59
Granite Falls .....	3	2,058 98	1,100	50 00				908 98	56
Hastings .....	3	5,215 07	1,825	500 00	650 00			2,240 07	57
Kasson .....	3	1,882 44	1,050	76 00				756 44	60
Lake City .....	3	5,112 72	1,850	308 00	75 00	50		2,794 22	46
Lanesborough .....	3	1,616 12	1,025					591 12	63
Le Sueur .....	3	2,181 85	1,175	180 00				856 85	61
Litchfield .....	3	3,202 24	1,450	108 00				1,744 24	47
Luverne .....	3	2,421 05	1,175					1,246 05	49
Marshall .....	2	10,692 47	2,200	1,050 00	975 00			6,467 47	40
Marshall .....	3	2,283 63	1,250	145 00				838 63	62
Minneapolis .....	1	175,780 52	3,400	23,898 20	4,401 75	582 61	\$21,700 81	121,747 15	35
Montevideo .....	3	2,515 79	1,300					1,215 79	51
Moorhead .....	3	6,312 48	1,925	375 00				4,012 48	36
Morris .....	3	2,779 97	1,500	135 00				1,144 97	59
New Ulm .....	3	3,102 91	1,475	100 00				1,527 91	51
Northfield .....	3	5,862 21	1,850	417 50	52 50			3,532 21	40
Owatonna .....	3								
Preston .....	3	2,043 33	1,125	100 00				818 33	60
Red Wing .....	2	11,260 92	2,400	1,000 00	900 00	3 00		7,057 92	36
Redwood Falls .....	3	2,038 13	1,100	150 00				7,789 13	61
Rochester .....	2	10,847 01	2,250	487 50	900 00			7,209 51	34
Saint Charles .....	3	2,078 95	1,125	90 00				803 95	56
Saint Cloud .....	3	7,247 70	1,850	452 50				4,945 20	32
Saint Paul .....	1	184,812 51	3,425	20,163 86		446 75	21,498 38	153,298 02	28
Saint Peter .....	3	3,953 11	1,600	260 00				2,093 11	47
Sank Centre .....	3	4,273 00	1,575	300 00				2,398 00	44
Shakopee .....	3	2,091 87	1,125	300 00				666 87	68
Sleepy Eye .....	3	2,131 66	1,200	250 00				681 66	63

Spring Valley.....	3	2, 493 61	1, 225	90 00	.....	.....	.....	1, 315 00	1, 178 61	53
Stillwater.....	2	15, 618 12	2, 475	2, 500 00	.....	.....	.....	5, 931 00	9, 687 12	38
Wabasha.....	3	3, 257 50	1, 425	2, 200 00	.....	.....	.....	1, 625 00	1, 632 50	50
Wadena.....	3	2, 421 36	1, 275	50 00	.....	.....	.....	1, 325 00	1, 096 36	55
Waseca.....	3	3, 473 18	1, 525	150 00	.....	.....	.....	1, 675 00	1, 798 18	48
Willmar.....	3	2, 942 67	1, 425	150 00	.....	.....	.....	1, 575 00	1, 367 67	54
Winnepago City.....	3	1, 754 86	1, 025	180 00	.....	.....	.....	1, 205 00	1, 549 86	68
Winona.....	2	19, 600 94	2, 500	2, 715 00	.....	.....	.....	7, 139 45	12, 461 49	36
Worthington.....	3	2, 686 55	1, 200	100 00	.....	.....	.....	1, 300 00	1, 386 55	49
Total.....	.....	597, 592 39	80, 600	70, 154 72	.....	.....	.....	208, 971 83	388, 620 57	35

\* Returns from April 1 to April 10 delinquent.

† In public building; no rent paid.

MISSISSIPPI.

Aberdeen.....	3	\$3, 939 56	1, 650	\$360 00	.....	.....	.....	\$2, 011 25	\$1, 928 31	51
Brookhaven.....	3	2, 555 28	1, 300	300 00	.....	.....	.....	1, 601 25	1, 954 03	62
Canton.....	3	3, 410 94	1, 550	486 00	.....	.....	.....	2, 036 00	1, 374 94	60
Columbus.....	3	6, 070 47	1, 925	405 00	.....	.....	.....	2, 370 05	3, 700 42	39
Corinth.....	3	3, 323 06	1, 500	405 00	.....	.....	.....	1, 905 00	1, 418 06	57
Greenville.....	3	4, 872 00	1, 575	249 76	.....	.....	.....	1, 824 76	2, 547 24	42
Grenada.....	3	3, 307 23	1, 550	215 00	.....	.....	.....	1, 765 00	1, 542 23	58
Hazlehurst.....	3	1, 990 98	1, 100	.....	.....	.....	.....	1, 100 00	890 98	55
Holly Springs.....	3	3, 452 38	1, 625	391 10	.....	.....	.....	2, 018 85	1, 433 53	58
Jackson.....	2	11, 458 93	2, 325	1, 600 00	.....	.....	.....	4, 601 40	6, 857 53	40
Kosciusko.....	3	2, 290 93	1, 300	375 00	.....	.....	.....	1, 675 00	615 93	70
Macon.....	3	2, 167 20	1, 250	.....	.....	.....	.....	1, 258 75	908 45	58
Meridian.....	2	9, 169 35	2, 200	1, 420 00	.....	.....	.....	3, 781 00	5, 388 35	41
Natchez.....	2	9, 108 69	2, 150	838 81	.....	.....	.....	3, 584 56	5, 524 13	39
Okolona.....	3	2, 686 90	1, 400	50 00	.....	.....	.....	1, 450 00	1, 236 90	54
Oxford.....	3	3, 956 83	1, 575	405 00	.....	.....	.....	1, 990 00	1, 976 83	50
Port Gibson.....	3	2, 031 18	1, 125	175 00	.....	.....	.....	1, 300 00	731 18	64
Starkville.....	3	2, 378 11	1, 100	37 50	.....	.....	.....	1, 141 95	1, 236 16	48
Vicksburgh.....	2	17, 693 56	2, 575	3, 000 00	.....	.....	.....	6, 733 10	10, 960 46	38
Water Valley.....	3	2, 208 10	1, 300	175 00	.....	.....	.....	1, 300 00	908 10	58
West Point.....	3	2, 555 18	1, 550	180 00	.....	.....	.....	1, 726 00	829 18	60
Winona.....	3	2, 451 10	1, 225	100 00	.....	.....	.....	1, 412 25	1, 038 85	57
Yazoo City.....	3	3, 269 84	1, 500	.....	.....	.....	.....	1, 600 00	1, 669 84	49
Total.....	.....	105, 847 80	36, 350	11, 168 17	.....	.....	.....	50, 176 17	55, 671 63	47

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## MISSOURI.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Appleton City	3	\$2,812 93	\$1,400	\$100 00				\$1,500 00	\$1,312 93	53
Bethany	3	2,333 87	1,200	200 00				1,400 00	933 87	60
Boonville	3	5,528 60	1,800	450 00				2,250 00	3,278 60	41
Bowling Green	3	2,516 90	1,200	100 00				1,300 00	1,216 90	52
Brookfield	3	3,473 41	1,550					1,550 00	1,923 41	45
Brunswick	3	2,395 94	1,325	100 00				1,425 00	970 94	59
Butler	3	5,464 46	1,775	200 00				1,975 00	3,489 46	36
Cameron	3	4,514 70	1,700	236 83				1,936 83	2,577 87	43
Canton	3	2,678 46	1,400	90 00				1,490 00	1,188 46	56
Cape Guardeau	3	3,814 35	1,600					1,600 00	2,214 35	42
Carrollton	3	4,773 53	1,725	50 00				1,775 00	2,998 53	37
Carthage	2	10,639 55	2,350	1,905 00	\$283 73	\$65 00		4,603 73	6,035 82	43
Charleston	3	1,675 18	1,100					1,100 00	575 18	66
Chillicothe	3	6,612 20	1,925	526 25				2,451 25	4,160 95	37
Clinton	3	5,949 18	1,825	500 00				2,325 00	3,624 18	39
Columbia	3	7,961 39	1,950	325 00				2,275 00	5,686 39	29
De Soto	3	2,680 06	1,100	25 00				1,125 00	1,555 06	42
Fayette	3	2,996 13	1,325					1,325 00	1,671 13	44
Fulton	3	4,414 11	1,600	75 00				1,675 00	2,739 11	38
Gallatin	3	2,152 04	1,200					1,200 00	952 04	56
Glasgow	3	2,733 48	1,450					1,450 00	1,283 48	53
Hannilton	3	2,333 73	1,200	100 00				1,300 00	1,033 73	56
Hannibal	2	16,841 90	2,675	3,000 00	780 05		\$3,554 17	10,009 22	6,832 68	60
Harrisonville	3	3,230 74	1,450					1,450 00	1,780 74	45
Holden	3	4,828 31	1,500	100 00				1,600 00	3,228 31	33
Independence	3	5,151 68	1,725	162 00				1,887 00	3,264 68	37
Jefferson City	2	9,271 30	2,250	1,500 00	345 00			4,095 00	5,176 30	44
Joplin	3	5,535 30	1,825	540 00				2,365 00	3,170 30	43
Kansas City	1	207,715 39	3,450	27,483 39	3,410 40	1,847 40	22,257 29	57,948 48	149,766 91	31
Kirksville	3	5,086 38	1,700	206 00				1,906 00	3,180 38	37
Lamar	3	5,023 94	1,700	350 00				2,050 00	2,973 94	41
Lebanon	3	3,062 07	1,425	200 00				1,625 00	1,437 07	53
Lexington	3	5,654 81	1,800	200 00				2,000 00	3,654 81	35
Liberty	3	2,812 70	1,425	160 00				1,585 00	1,227 70	56
Louisiana	3	5,983 11	1,775	405 00				2,180 00	3,803 11	36
Macon City	3	5,607 11	1,775	502 50	7 15			2,284 65	3,322 46	41
Marshall	3	5,390 97	1,700	150 00				1,850 00	3,540 97	34
Marysville	3	6,596 71	1,875	350 00				2,225 00	4,371 71	35
Memphis	3	2,649 58	1,300					1,300 00	1,349 58	42
Mexico	3	6,832 19	1,875	350 00				2,225 00	4,607 19	33
Milan	3	1,963 64	1,100	100 00		2 00		1,202 60	766 04	61



Moberly.....	3	7,718 55	4,975	735 00	14 10	2 30	2,726 40	4,992 15	35
Montgomery.....	3	2,338 48	1,175	184 00			1,359 00	979 48	58
Necohe.....	3	3,040 83	1,400	271 50			1,671 50	1,869 33	55
Nevada.....	3	6,448 75	1,825	407 50			2,232 50	4,216 25	35
North Springfield.....	3	4,707 99	1,425	67 08			1,492 03	3,215 96	31
Palmyra.....	3	2,697 41	1,325				1,325 00	1,372 41	49
Paris.....	3	2,523 77	1,200	50 00		40	1,250 40	1,273 37	50
Pierce City.....	3	3,983 84	1,525	175 00			1,700 00	2,283 34	43
Plattsburgh.....	3	2,611 41	1,325				1,825 00	1,486 41	47
Pleasant Hill.....	3	3,766 17	1,525	150 00			1,675 00	2,091 17	44
Rich Hill.....	3	5,060 21	1,750	138 00			1,888 00	3,172 21	37
Richmond.....	3	2,406 04	1,200				1,200 00	1,206 04	47
Rolla.....	3	2,947 49	1,450	320 49			1,770 49	1,177 00	60
Saint Charles.....	3	4,417 66	1,650	118 00			1,768 00	2,654 66	40
Saint Joseph.....	1	66,256 85	3,150	9,000 00	1,440 72	96 36	23,623 39	42,638 46	36
Saint Louis*†.....	1	821,582 37	5,500	152,989 17	1,345 37	6,217 09	309,269 84	512,843 03	38
Salem.....	3	2,083 19	1,225	100 00			1,325 00	758 19	64
Savannah.....	3	2,073 88	1,100	162 00			1,262 00	811 88	61
Sedalia.....	2	20,855 48	2,650	2,800 00	520 00	4 05	5,974 05	14,381 43	29
Shelbina.....	3	2,443 42	1,225	100 00			1,325 00	1,118 42	54
Slaters.....	3	2,414 27	1,225				1,225 00	1,189 27	51
Springfield.....	2	14,968 88	2,450	2,293 00	145 65	2 26	4,890 91	10,077 97	33
Stauberry.....	3								
Trenton.....	3	4,493 37	1,625	290 00			1,915 00	2,578 37	43
Warrensburg.....	3	5,664 19	1,825	324 00			2,149 00	3,515 19	38
Washington.....	3	2,342 60	1,200	150 00			1,350 00	992 60	58
Total.....		1,399,243 63	111,950	211,511 66	8,292 17	7,787 46	518,476 77	880,766 86	37

\* In public building; no rent paid. † Includes \$3,140.33 expenses of mail-bag repair depot. : Returns from May 19, 1884, to June 30, 1884, are delinquent.

MONTANA.

Bozeman.....	2	\$4,902 00	\$2,100	\$1,550 00	\$275 00		\$3,925 00	\$2,977 00	57
Butte City.....	2	16,169 08	2,575	3,610 00	1,728 00		7,913 00	8,256 08	49
Deer Lodge City.....	3	3,324 18	1,575	900 00		\$6 00	2,381 00	943 18	72
Dillon.....	3	3,127 21	1,550	450 00			2,000 00	1,127 21	64
Fort Benton.....	3	3,783 26	1,700	100 00			1,800 00	1,983 26	48
Helena.....	2	19,249 72	2,575	3,852 19	1,138 24	130 42	7,695 85	11,553 87	40
Miles City.....	3	5,259 67	1,800	450 00			2,250 00	3,009 67	43
Missoula.....	3	5,220 38	1,725	540 00		11 50	2,276 50	2,943 88	44
Virginia City.....	3	1,863 24	1,225	266 80			1,491 30	371 94	80
Total.....		64,898 74	16,825	11,618 49	3,141 24	147 92	31,732 65	33,166 09	49

NEBRASKA.

Albion.....	3	\$2,532 74	\$1,200	\$100 00			\$1,300 00	\$1,232 74	51
Ashland.....	3	3,159 83	1,425	150 00			1,575 00	1,584 83	50

No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1884—Continued

NEBRASKA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Aurora	3	\$3,594 82	\$1,500					\$1,500 00	\$2,094 82	42
Beatrice	2	9,476 13	2,025	\$457 00				2,482 00	6,994 13	26
Blair	3	4,487 39	1,550	400 00				1,950 00	2,537 39	43
Blue Springs	3	1,871 37	1,050	138 00		\$0 25		1,188 25	683 12	63
Brownville	3	2,278 52	1,250	324 00				1,574 00	704 52	69
Central City	3	3,670 26	1,350	150 00				1,500 00	2,170 26	41
Columbus	3	5,667 18	1,700	100 00				1,800 00	3,867 18	32
Crete	3	5,191 16	1,650	301 05				1,951 05	3,240 11	38
David City	3	3,377 12	1,425	200 00				1,625 00	1,752 12	48
Fairbury	3	3,407 20	1,425					1,425 00	1,982 20	42
Fairmount	3	2,650 68	1,275	200 00				1,475 00	1,175 68	56
Falls City	3	4,461 60	1,625	181 00				1,806 00	2,655 60	40
Fremont	2	10,411 32	2,175	375 00	\$408 10	10 10		2,968 20	7,443 12	29
Grand Island	3	8,153 93	1,875	412 50				2,287 50	5,866 43	28
Harvard	3	2,502 03	1,150					1,150 00	1,352 03	46
Hastings	2	10,425 32	2,125	1,110 52	307 00	37 75		3,580 27	6,845 05	34
Humboldt	3	2,576 07	1,450					1,450 00	1,126 07	56
Kearney	3	8,244 75	1,875	1,100 00				2,975 00	5,269 75	36
Lincoln*	2	37,321 84	2,900	4,997 72		153 85	\$4,825 35	12,876 92	24,444 92	35
Nebraska City	2	8,914 59	2,250	1,249 56	137 18	55		3,637 29	5,277 30	41
Norfolk	3	3,102 39	1,400	150 00				1,550 00	1,552 39	50
North Platte†	3									
Omaha*	1	101,261 00	3,225	14,445 25		125 75	11,300 92	29,096 92	72,164 08	29
Pawnee	3	3,416 74	1,500					1,500 00	1,916 74	44
Plattsmouth	3	5,907 86	1,850	462 50	112 50			2,425 00	3,482 86	41
Plum Creek	3	2,642 27	1,175	300 00				1,475 00	1,167 27	56
Red Cloud	3	3,620 29	1,425	300 00				1,725 00	1,895 29	48
Saint Paul	3	2,954 31	1,300	300 00				1,600 00	1,354 31	54
Schuyler	3	3,728 39	1,500	125 00				1,625 00	2,103 39	44
Seward	3	5,020 89	1,625	190 00				1,815 00	3,205 89	35
Sidney	3	2,151 29	1,175	300 00				1,475 00	676 29	69
Sutton	3	2,542 80	1,225					1,225 00	1,317 80	48
Tecumseh	3	4,349 53	1,675	237 50				1,912 50	2,437 03	44
Tekamah	3	2,133 48	1,125					1,125 00	1,008 48	52
Wahoo	3	4,251 68	1,550	225 00				1,775 00	2,476 68	42
West Point	3	2,662 30	1,200	400 00				1,600 00	1,062 30	60
Wilber	3	2,365 02	1,100					1,100 00	1,265 02	47
York	3	5,551 77	1,700	150 00		65		1,850 65	3,701 12	33
Total		302,037 86	62,000	29,531 60	964 78	323 90	16,126 27	108,961 55	193,086 31	36

\* In public building; no rent paid.

† Returns for second quarter, 1884, are delinquent.



NEVADA.

Austin.....	3	\$2,823 42	\$1,525	\$350 00	.....	.....	.....	.....	.....	\$1,875 00	\$948 42	66
Carson City.....	2	6,425 01	2,125	1,000 00	.....	.....	.....	.....	.....	3,484 00	2,941 01	54
Cherry Creek.....	3	1,184 97	1,050	.....	.....	.....	.....	.....	.....	1,050 00	144 97	88
Elko.....	3	2,261 60	1,225	243 00	.....	.....	.....	.....	.....	1,468 00	798 60	65
Eureka.....	2	4,937 28	2,060	1,890 00	.....	.....	.....	.....	.....	3,570 75	1,366 53	72
Gold Hill.....	3	1,927 05	1,300	.....	.....	.....	.....	.....	.....	1,300 00	627 05	67
Reno.....	2	6,825 04	2,000	641 66	.....	.....	.....	.....	.....	2,641 66	3,683 38	42
Tuscarora.....	3	2,304 80	1,250	.....	.....	.....	.....	.....	.....	1,250 00	1,054 80	54
Virginia City.....	2	8,024 01	2,350	2,483 83	.....	.....	.....	.....	.....	5,514 29	2,509 72	69
Winnemucca.....	3	2,299 28	1,225	240 00	.....	.....	.....	.....	.....	1,465 00	834 28	64
Total.....	.....	38,522 46	16,050	6,347 99	.....	.....	.....	.....	.....	23,618 70	14,903 76	61

NEW HAMPSHIRE.

Claremont.....	3	\$6,812 19	\$1,800	\$257 25	.....	.....	.....	.....	.....	\$2,057 25	\$4,754 94	30
Concord.....	2	27,801 86	2,675	3,450 98	.....	.....	.....	.....	.....	12,209 39	15,592 47	44
Dover.....	2	11,529 27	2,425	2,000 00	.....	.....	.....	.....	.....	5,338 19	6,191 08	46
Exeter.....	3	4,506 90	1,750	270 00	.....	.....	.....	.....	.....	2,020 00	2,486 90	45
Farmington.....	3	2,681 73	1,325	100 00	.....	.....	.....	.....	.....	1,425 00	1,256 73	53
Franklin.....	3	2,578 57	1,300	.....	.....	.....	.....	.....	.....	1,300 00	1,278 57	50
Franklin Falls.....	3	2,836 36	1,450	.....	.....	.....	.....	.....	.....	1,450 00	1,386 36	51
Great Falls.....	3	4,968 63	1,750	199 59	.....	.....	.....	.....	.....	1,949 59	3,019 04	39
Hanover.....	3	3,867 97	1,600	.....	.....	.....	.....	.....	.....	1,600 00	2,267 97	41
Hinsdale.....	3	1,923 24	1,125	.....	.....	.....	.....	.....	.....	1,125 00	798 24	59
Keene.....	2	11,800 80	2,700	860 00	.....	.....	.....	.....	.....	4,055 00	7,745 80	34
Lacohia.....	3	5,507 65	1,700	.....	.....	.....	.....	.....	.....	1,700 00	3,807 65	32
Lake Village.....	3	2,385 69	1,300	.....	.....	.....	.....	.....	.....	1,300 00	1,085 69	55
Lancaster.....	3	3,477 98	1,500	.....	.....	.....	.....	.....	.....	1,500 00	1,977 98	43
Lebanon.....	3	4,905 54	1,700	400 00	.....	.....	.....	.....	.....	2,100 00	2,805 54	43
Littleton.....	3	4,158 12	1,675	250 00	.....	.....	.....	.....	.....	1,825 00	2,333 12	44
Manchester.....	2	32,478 36	2,750	4,000 00	.....	.....	.....	.....	.....	15,757 39	16,720 97	48
Milford.....	3	8,279 70	1,425	.....	.....	.....	.....	.....	.....	1,425 00	1,854 70	43
Nashua.....	2	17,459 52	2,650	2,640 48	.....	.....	.....	.....	.....	6,243 83	11,215 69	36
Newport.....	3	2,714 46	1,425	346 50	.....	.....	.....	.....	.....	1,771 50	942 98	65
Penacook.....	3	2,435 38	1,300	.....	.....	.....	.....	.....	.....	1,300 00	1,135 38	53
Peterborough.....	3	2,806 53	1,375	.....	.....	.....	.....	.....	.....	1,375 00	1,431 53	49
Pittsfield.....	3	2,136 40	1,125	200 00	.....	.....	.....	.....	.....	1,325 00	811 40	62
Plymouth.....	3	3,653 13	1,500	.....	.....	.....	.....	.....	.....	1,500 00	2,153 13	41
Portsmouth*.....	2	13,441 37	2,400	2,900 00	.....	.....	.....	.....	.....	5,348 00	8,093 37	40
Rochester.....	3	4,598 91	1,625	500 00	.....	.....	.....	.....	.....	2,125 00	2,473 91	46
Suncook.....	3	1,960 72	1,100	.....	.....	.....	.....	.....	.....	1,100 00	860 72	56
Tilton.....	3	2,464 75	1,325	135 00	.....	.....	.....	.....	.....	1,460 00	1,004 75	59
Walpole.....	3	2,296 13	1,075	.....	.....	.....	.....	.....	.....	1,075 00	1,221 13	47
Total.....	.....	193,467 88	48,750	18,509 80	.....	.....	.....	.....	.....	84,760 14	108,707 74	44

\* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## NEW JERSEY.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Asbury Park	2	\$11,285 73	\$2,225	\$1,059 00	\$337 50			\$3,621 50	\$7,644 23	32
Atlantic City	2	14,901 13	2,425	1,965 00	388 85	\$2 50		4,781 35	10,119 78	32
Belvidere	3	2,699 01	1,350					1,350 00	1,349 01	49
Bergen Point	3	2,963 38	1,325					1,325 90	1,638 38	45
Bloomfield	3	4,790 17	1,675					1,675 00	3,115 17	35
Boonton	3	2,589 78	1,450					1,450 00	1,139 78	56
Bordentown	3	4,550 40	1,675	350 00				2,025 00	2,525 40	45
Bridgeton	3	8,931 92	1,925	300 00	150 00			2,375 00	6,556 92	27
Burlington	3	6,637 71	1,800	360 00				2,160 00	4,477 71	33
Camden	2	32,221 59	2,650	2,982 33	1,618 62	54 85	\$7,479 24	14,785 04	17,436 55	46
Cape May	3	4,950 05	1,700	240 00	71 00			1,940 00	3,010 05	39
Dover	3	4,768 95	1,775	258 75		66		2,105 41	2,663 54	44
East Orange	3	4,794 72	1,625	3,700 00	1,173 12	19 06	6,113 55	1,625 00	3,169 72	34
Elizabeth	2	24,669 71	2,775					18,780 73	10,888 98	56
Englewood	3	4,652 37	1,600	200 00				1,600 00	3,052 37	34
Flemington	3	3,614 65	1,500	405 00				1,700 00	1,914 65	47
Freehold	3	5,117 80	1,675					2,080 00	3,037 80	41
Hackensack	3	3,659 31	1,425					1,425 00	2,234 31	39
Hackettstown	3	3,931 56	1,600	206 00				1,806 00	2,125 56	46
Hightstown	3	2,831 09	1,300					1,300 00	1,531 09	46
Hoboken	2	15,005 80	2,425	1,080 51	700 00		4,878 75	9,084 26	5,921 54	61
Jersey City*	1	74,736 46	3,100	8,575 34		156 89	27,401 64	39,233 87	35,502 59	52
Key Port	3	2,169 99	1,200					1,200 00	969 99	55
Lambertville	3	4,855 25	1,675	200 00				1,875 00	2,980 25	39
Long Branch	3	4,889 13	1,600	450 00				2,050 00	2,839 13	42
Long Branch Village	3	2,704 93	1,500	400 00				1,900 00	804 93	70
Madison	3	2,973 16	1,425					1,425 00	1,548 16	48
Millville	3	4,294 20	1,600	400 00				2,000 00	2,294 20	47
Mont Clair	3	6,103 05	1,700	100 00				1,800 00	4,303 05	29
Moorestown	3	2,655 49	1,275					1,275 00	1,380 49	48
Morristown	2	13,863 35	2,400	1,900 00	672 30			4,972 30	8,391 05	37
Mount Holly	3	4,970 82	1,750					1,750 00	3,220 82	35
Newark*	1	130,741 99	3,325	16,000 00		49 52	31,311 26	50,685 78	80,056 21	38
New Brunswick	2	18,221 07	2,525	2,470 00	1,015 00	8 50		6,018 50	12,202 57	33
Newton	3	5,699 42	1,700	590 00				2,200 00	3,499 42	39
Ocean Grove	3	5,571 98	1,675	360 00				2,035 00	3,536 98	35
Orange	2	11,802 13	2,425	1,200 00	328 78			3,953 78	7,848 35	33
Orange Valley	3	3,604 38	1,500					1,500 00	2,104 38	42
Pascatic	3	8,030 71	1,975	260 00				2,235 00	5,795 71	28
Paterson	2	29,610 99	2,825	3,444 00	1,459 60	216 77	9,463 76	17,399 13	12,211 86	59
Perth Amboy	3	5,257 26	1,775	100 00				1,875 00	3,482 26	35

Phillipsburgh.....	3	4,120 81	1,625	1,737 00	908 75	9 40	1,625 00	2,495 81	39
Plainfield.....	2	17,160 50	2,575	1,286 71			5,230 15	11,930 35	30
Princeton.....	2	8,014 57	2,025	1,988 00	365 00		3,311 71	4,702 86	41
Rahway.....	2	9,845 15	2,225	200 00			3,578 00	6,267 15	36
Red Bank.....	3	6,034 23	1,750				1,950 00	4,084 23	32
Rutherford.....	3	4,051 05	1,550				1,550 00	2,501 05	38
Salem.....	3	4,852 56	1,650				1,650 00	3,202 56	34
Somerville.....	3	4,577 33	1,700	385 00			2,085 00	2,492 33	46
South Amboy.....	3	2,476 70	1,200				1,200 00	1,276 70	48
South Orange.....	3	2,834 64	1,425				1,425 00	1,409 64	50
Summit.....	3	2,516 41	1,200	125 00			1,325 00	1,191 41	52
Tom's River.....	3	2,157 63	1,175				1,175 00	1,982 63	54
Trenton.....	1	51,816 52	3,000	8,134 61		88 31	19,680 32	32,136 20	38
Vineland.....	3	6,769 05	1,900	200 00			2,100 00	4,669 05	31
Washington.....	2	36,497 93	2,975	1,409 33	261 00	49 58	4,694 91	31,803 02	13
Weehawken.....	3	5,697 43	1,625				1,625 00	4,072 43	24
Westfield.....	3	2,699 14	1,300				1,300 00	1,399 14	48
Woodbury.....	3	8,456 77	1,975	450 00			2,425 00	6,031 77	29
Total.....		692,481 01	109,725	64,381 58	9,449 52	656 04	279,307 74	413,173 27	40

\* In public building; no rent paid.

NEW MEXICO.

Albuquerque.....	2	\$10,911 43	\$2,175	\$1,000 00			\$3,175 00	\$7,736 43	29
Deming.....	3	3,594 81	1,300	199 70			1,499 70	2,095 11	42
Las Vegas.....	2	9,043 20	2,250	950 75	\$369 75		3,570 50	5,472 70	39
Raton.....	3	2,696 04	1,450				1,450 00	1,246 04	54
Santa Fé.....	2	7,434 71	2,125	1,800 00	223 00	\$4 50	4,154 50	3,280 21	56
Silver City.....	3	5,849 58	1,800	802 50			2,602 50	3,247 08	44
Socorro.....	3	4,410 30	1,600	333 52			1,933 52	2,476 78	44
Total.....		43,940 07	12,700	5,056 47	594 75	4 50	18,386 72	25,554 35	42

NEW YORK.

Adams.....	3	\$2,702 90	\$1,325	\$250 00			\$1,575 00	\$1,127 90	58
Addison.....	3	3,839 09	1,600	250 00			1,850 00	1,989 09	48
Albany.....	1	158,703 82	3,450	37,223 78	\$3,369 57	\$942 56	74,551 26	84,152 56	47
Albion.....	3	6,830 12	1,925	699 23	67 50		2,691 73	4,138 39	39
Alfred Centre.....	3	2,380 03	1,200				1,200 00	1,180 03	50
Allegany.....	3	2,264 81	1,425				1,425 00	839 81	63
Amsterdam.....	2	13,500 27	2,400	1,782 00	500 00	2 16	4,634 16	8,866 11	34
Angelica.....	3	2,705 42	1,375				1,375 00	1,330 42	51
Astoria.....	3	2,436 89	1,325				1,325 00	1,111 89	54
Attica.....	3	3,506 21	1,500	150 00			1,650 00	1,856 21	30
Anburn.....	2	35,955 02	2,925	4,850 00	1,475 75	123 42	16,190 47	19,764 55	45

\* In public building; no rent paid for six months.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

NEW YORK—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Avon	3	\$2,418 85	\$1,300	\$400 00	—	—	\$1,700 00	\$718 85	70
Babylon	3	2,909 90	1,376	—	—	—	1,376 00	1,534 90	47
Bainbridge	3	2,377 80	1,075	150 00	—	—	1,225 00	1,152 80	51
Baldwinsville	3	4,000 81	1,525	100 00	—	—	1,625 00	2,375 81	40
Ballston	3	5,324 44	1,076	400 00	—	—	2,075 00	3,249 44	39
Batavia	2	12,537 25	2,450	1,875 27	\$853 00	—	5,178 27	7,358 98	41
Bath	2	8,613 22	2,100	915 50	500 00	—	3,522 50	5,090 72	41
Blighampton	1	40,828 02	3,000	5,652 00	1,228 38	\$4,789 80	14,703 53	25,922 49	36
Bolivar	3	4,116 28	1,650	—	—	—	1,650 00	2,466 28	54
Boonville	3	3,208 29	1,500	243 00	—	—	1,743 00	1,465 29	54
Brewster	3	2,723 31	1,400	—	—	—	1,400 00	1,323 31	51
Brockport	2	7,340 03	2,075	475 00	163 40	—	2,713 40	4,626 63	37
Brooklyn	2	350,124 25	3,850	54,164 96	9,964 78	—	202,749 82	147,374 53	58
Buffalo*	1	871,396 47	3,700	83,673 56	2,319 44	182,450 64	77,703 68	280,694 79	21
Cambridge	3	3,580 29	1,500	—	—	—	1,500 00	2,080 29	42
Camden	3	3,425 52	1,525	—	—	—	1,525 00	1,900 52	44
Canajoharie	3	5,345 61	1,550	—	—	—	1,550 00	3,795 61	29
Canandaigua*	2	10,803 83	2,275	1,800 00	—	—	4,075 00	6,728 83	38
Canastota	3	3,874 07	1,500	—	—	—	1,500 00	2,374 07	31
Canateo	3	3,207 72	1,500	90 00	—	—	1,590 00	1,617 72	49
Canton	3	4,132 78	1,600	75 00	—	—	1,675 00	2,457 78	40
Carthage	2	3,585 69	1,560	500 00	—	—	2,060 00	1,485 69	58
Castile	3	2,128 96	1,125	—	—	—	1,125 00	1,003 96	53
Catskill	2	8,862 65	2,025	841 25	—	—	2,866 25	5,996 40	32
Cazenovia	3	4,703 27	1,600	200 00	—	—	1,800 00	2,903 27	40
Chatham	3	3,529 94	1,500	400 00	—	—	1,900 00	1,629 94	54
City Island	3	2,767 08	1,275	—	—	—	1,275 00	1,482 08	46
Clifton Springs	3	3,898 96	1,575	—	—	—	1,575 00	2,323 96	41
Clinton	3	4,087 43	1,600	300 00	—	—	1,900 00	2,187 43	46
Clyde	3	4,332 33	1,625	199 63	—	—	1,824 63	2,508 20	42
Cobenkill	3	3,410 07	1,575	180 00	—	—	1,755 00	1,655 07	51
Cohoes	2	11,619 72	2,425	1,500 00	54 00	—	3,979 00	7,540 72	35
Cold Spring	3	2,697 41	1,400	—	—	—	1,400 00	1,297 41	53
Croperstown	3	5,779 29	1,700	400 00	—	—	2,100 00	3,679 29	36
Corning	2	10,567 89	2,360	1,050 00	667 50	—	4,297 50	6,280 39	32
Cornwall-on-the-Hudson	2	2,400 13	1,225	—	—	—	1,225 00	1,174 13	52
Cortland	2	11,979 50	2,200	1,000 00	708 06	—	3,908 06	8,071 44	32
Coxsackie	3	3,369 20	1,500	176 00	—	—	1,676 00	1,693 20	49
Cuba	3	3,506 53	1,525	100 00	—	—	1,625 00	1,881 53	46
Danaville	3	7,649 26	1,875	452 50	—	—	2,327 50	5,321 76	30
Deli	3	3,653 86	1,500	243 00	—	—	1,743 00	2,210 86	44

\* In public building; no rent paid.

Deposit.....	3	3,048 12	1,425	.....	.....	.....	1,425 00	1,623 12	46
Dobb's Ferry.....	3	2,503 30	1,350	.....	.....	.....	1,350 00	1,153 30	54
Dundee.....	3	2,433 67	1,250	.....	.....	.....	1,250 00	1,183 67	51
Dunkirk.....	2	9,230 85	2,200	.....	.....	35 25	3,656 25	5,574 60	39
East New York.....	3	3,459 15	1,525	.....	.....	.....	1,525 00	1,934 15	44
Ellenville.....	3	4,831 65	1,675	.....	.....	.....	1,675 00	3,156 65	35
Elmira.....	1	43,478 42	3,000	.....	.....	6,443 71	17,402 50	26,075 92	40
Fairport.....	3	5,463 50	1,675	.....	.....	.....	1,675 00	3,788 50	31
Fayetteville.....	3	2,285 94	1,225	.....	.....	.....	1,225 00	1,060 94	53
Fishkill-on-the-Hudson.....	3	3,103 94	1,425	.....	.....	.....	1,668 00	1,435 94	53
Flushing.....	3	5,956 00	1,800	.....	.....	.....	1,800 00	4,156 00	30
Fort Edward.....	3	3,939 35	1,575	.....	.....	.....	1,575 00	2,364 85	42
Fort Plain.....	3	6,124 07	1,900	.....	.....	.....	2,654 88	3,469 19	43
Fredonia.....	2	8,280 53	2,100	.....	.....	.....	3,395 00	4,885 53	41
Friendship.....	3	2,778 04	1,400	.....	.....	.....	1,405 56	1,282 48	54
Fulton.....	3	6,295 26	1,825	.....	.....	.....	2,230 00	4,065 26	36
Geneseo.....	3	4,410 10	1,700	.....	.....	.....	2,021 50	2,388 60	45
Geneva.....	3	16,901 84	2,575	.....	.....	.....	4,576 00	12,325 84	27
Glen's Falls.....	3	10,957 41	2,275	.....	.....	.....	3,959 15	6,998 26	36
Gloverville.....	2	10,756 32	2,250	.....	.....	.....	3,850 00	6,906 32	36
Goshen.....	3	8,212 24	1,675	.....	.....	.....	2,275 00	5,937 24	28
Gouverneur.....	3	5,218 90	1,700	.....	.....	.....	2,015 00	3,203 90	39
Gowanda.....	3	2,291 26	1,200	.....	.....	.....	1,225 00	1,006 26	53
Greene.....	3	2,574 96	1,300	.....	.....	.....	1,390 00	1,184 96	56
Greenport.....	3	3,371 01	1,500	.....	.....	.....	1,650 00	1,721 01	46
Greenwich.....	3	2,987 10	1,425	.....	.....	.....	1,425 00	1,562 10	47
Hamilton.....	3	4,347 52	1,625	.....	.....	.....	1,675 00	2,672 52	38
Hammondsport.....	3	2,327 02	1,225	.....	.....	.....	1,375 00	952 02	59
Havana.....	3	2,201 05	1,150	.....	.....	.....	1,150 00	1,051 05	52
Haverstraw.....	3	2,965 32	1,400	.....	.....	.....	1,450 00	1,515 32	50
Hempstead.....	3	2,524 99	1,100	.....	.....	.....	1,100 00	1,424 99	40
Herkimer.....	3	4,491 63	1,575	.....	.....	.....	1,675 00	2,816 63	37
Homer.....	3	3,428 92	1,525	.....	.....	.....	1,525 00	1,903 92	44
Hoosick Falls.....	3	6,045 01	1,675	.....	.....	.....	1,675 00	4,370 01	24
Hornellsville.....	2	13,247 83	2,325	.....	.....	.....	4,716 66	8,531 17	36
Horseheads.....	3	2,339 19	1,225	.....	.....	.....	1,225 00	1,114 19	53
Hudson.....	2	13,787 86	2,425	.....	.....	153 37	5,213 22	8,574 64	48
Huntington.....	3	3,414 59	1,525	.....	.....	.....	1,525 00	1,889 59	44
Ilion.....	3	5,867 16	1,825	.....	.....	.....	2,225 00	3,642 16	38
Ithaca.....	2	22,290 80	2,700	.....	.....	.....	7,863 15	14,427 65	35
Jamaica.....	3	3,566 53	1,425	.....	.....	.....	1,575 00	1,991 53	44
Jamestown.....	2	21,028 63	2,575	.....	.....	70 31	6,470 31	14,558 32	31
Johnstown.....	3	7,711 14	1,875	.....	.....	.....	1,875 00	5,836 14	24
Jordan.....	3	2,135 42	1,050	.....	.....	.....	1,050 00	1,085 42	49
Katonah.....	3	3,363 27	1,475	.....	.....	.....	1,475 00	1,888 27	44
Keeseville.....	3	2,542 96	1,325	.....	.....	.....	1,775 00	767 96	69
Kingston.....	2	10,229 05	2,300	.....	.....	71 43	4,276 86	5,952 19	42
Le Roy.....	3	6,420 48	1,875	.....	.....	.....	2,329 50	4,090 98	36
Lima.....	3	1,873 81	1,125	.....	.....	.....	1,125 00	748 81	61
Little Falls.....	3	12,946 64	2,325	.....	.....	81 97	4,689 30	3,257 34	39
Lockport.....	2	24,983 58	2,650	.....	.....	27 87	7,635 87	17,347 71	30
Long Island City.....	3	4,316 56	1,550	.....	.....	.....	1,650 00	2,666 55	38

## REPORT OF THE POSTMASTER-GENERAL.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.

## NEW YORK—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Lowville.....	3	\$4,456 85	\$1,550	\$284 00				\$1,824 00	\$2,622 85	41
Lyons.....	3	6,600 45	1,850	500 00	\$55 90			2,405 90	4,194 55	36
Malone.....	3	7,056 49	1,875	720 00				2,595 00	4,461 49	37
Mamaroneck.....	3	2,369 06	1,200					1,200 00	1,169 06	50
Matteawan.....	3	3,499 43	1,525	250 00				1,775 00	1,724 43	50
Mayville.....	3	2,188 49	1,250					1,250 00	938 49	57
Mechanicville.....	3	2,666 17	1,250	62 50		\$0 25		1,312 75	1,353 42	50
Medina.....	3	6,529 33	1,800	68 00	168 75			2,036 75	4,492 58	31
Mexico.....	3	2,511 29	1,325					1,325 00	1,186 29	52
Middletown.....	2	14,413 31	2,325	1,750 00	1,000 00			5,075 00	9,338 31	35
Millerton.....	3	2,465 45	1,350	225 00				1,575 00	890 45	64
Monticello.....	3	2,241 07	1,175	162 00				1,337 00	904 07	59
Moravia.....	3	2,656 36	1,400					1,400 00	1,256 36	53
Morristown.....	3	8,040 48	1,850	350 00				2,200 00	5,840 48	27
Mount Morris.....	3	3,383 55	1,550	400 00				1,950 00	1,433 55	58
Mount Vernon.....	3	7,668 69	1,925	412 50				2,337 50	5,331 19	30
Naples.....	3	1,955 86	1,200	200 00				1,400 00	555 86	72
Newark.....	3	7,458 79	1,950	395 00				2,345 00	5,113 79	31
New Brighton.....	3	4,071 40	1,525					1,525 00	2,546 40	37
Newburgh.....	2	25,096 22	2,750	5,400 00	1,736 81	13 12		9,899 43	15,196 79	39
New Lebanon.....	3	2,919 55	1,250					1,250 00	1,669 55	43
New Rochelle.....	3	5,721 81	1,675	50 00				1,725 00	3,996 81	30
New York*.....	1	4,295,814 73	8,000	804,000 45	30,228 65	37,757 21	\$543,748 14	1,423,734 45	2,872,080 28	133
Niagara Falls.....	3	6,801 51	1,800	1,134 00				2,934 00	3,867 51	43
Norwich.....	2	8,204 21	2,025	540 00	75 00			2,640 00	5,564 21	32
Nunda.....	3	2,283 72	1,200	150 00				1,350 00	933 72	60
Nyack.....	3	5,783 58	1,725	200 00				1,925 00	3,858 58	33
Ogdensburg*.....	2	11,860 26	2,200	1,332 61				3,532 61	8,327 65	30
Olean.....	2	12,024 93	2,425	1,600 00	359 58	80 48		4,465 06	7,559 87	37
Oneida.....	2	10,889 02	2,275	1,200 00	497 20			3,972 20	6,916 82	36
Oneonta.....	3	7,836 92	1,925	650 00	138 75			2,713 75	5,123 17	35
Oswego*.....	2	24,044 25	2,650	4,200 00	16 50	5,038 41		11,904 91	12,139 34	49
Owego.....	2	9,964 57	2,250	1,307 00	635 00	82 00		4,224 00	5,740 57	42
Oxford.....	3	2,774 79	1,350	116 67				1,466 67	1,308 12	53
Palmyra.....	3	7,432 24	1,950	452 50				2,402 50	5,029 74	32
Patchogue.....	3	3,094 48	1,375	84 00				1,459 00	1,635 48	47
Peekskill.....	2	7,826 64	2,075	750 00				2,825 00	5,001 64	36
Penn Yan.....	2	7,351 77	2,100	1,216 00	332 00	8 25		3,651 25	3,700 52	49
Perry.....	3	2,659 92	1,400					1,400 00	1,259 92	53
Phelps.....	3	2,594 81	1,300					1,300 00	1,294 81	50
Plattsburgh.....	2	10,112 43	2,175	891 66				3,066 66	7,045 77	30
Port Byron.....	3	2,167 00	1,100					1,100 00	1,067 00	50



Port Chester	3	5,625 97	1,700	100 00				1,800 00	3,825 97	82
Port Henry	3	2,899 03	1,500					1,500 00	1,399 03	50
Port Jervis	2	11,471 61	2,200	1,200 00		180 00		3,580 00	7,891 61	31
Port Richmond	3	3,182 01	1,000					1,000 00	2,182 01	31
Potsdam	3	6,006 29	1,750					1,750 00	4,256 29	29
Poughkeepsie	1	38,447 82	3,000	5,310 44	1,770 00		5,752 20	15,963 56	22,484 26	41
Pulaski	3	2,503 42	1,425	100 00				1,525 00	978 42	61
Randolph	3	3,091 91	1,400	112 50				1,512 50	1,579 41	49
Ravenwood	3	2,653 13	1,300					1,300 00	1,353 13	49
Red Hook	3	1,839 45	1,225					1,225 00	1,614 45	66
Rhinebeck	3	2,760 50	1,450	100 00				1,550 00	1,210 50	56
Richburgh	3	2,233 11	1,450					1,450 00	783 11	65
Richfield Springs	3	4,652 15	1,575	300 00				1,875 00	2,777 15	40
Riverhead	3	3,562 23	1,500					1,500 00	2,062 23	42
Rochester	1	245,121 54	3,550	23,158 10	1,198 77	493 78	30,946 47	58,847 12	186,774 42	24
Rome	2	17,894 44	2,475	2,200 00	702 68			5,377 68	12,516 76	30
Rondout	2	10,785 31	2,300	1,125 00	479 03			3,904 03	6,881 28	36
Rouse's Point	3	1,065 05	1,025	300 00				1,325 00	340 05	80
Roze	3	2,444 08	1,000					1,000 00	1,444 08	41
Sag Harbor	3	3,559 24	1,500					1,500 00	2,059 24	42
Salamanca	3	4,933 94	1,700	87 50				1,737 50	3,196 44	35
Salem	3	2,001 60	1,300					1,300 00	1,301 60	50
Sandy Hill	3	3,264 26	1,500					1,500 00	1,784 26	45
Saratoga Springs	2	26,048 20	2,650	3,100 00	1,686 00	84 12		7,520 12	18,528 08	29
Saugerties	3	4,610 33	1,675	500 00				2,175 00	2,435 33	47
Schaghticoke	3	2,091 65	1,100					1,100 00	991 65	52
Schenectady	2	16,852 82	2,575	1,950 00	1,255 00	82 11		5,862 11	10,990 71	35
Schoharie	3	1,945 62	1,100					1,100 00	845 62	55
Seneca Falls	3	13,759 91	2,325	967 00	786 36	16 00		4,094 36	9,665 55	29
Sherburne	3	2,524 39	1,300					1,300 00	1,224 39	51
Silver Creek	3	3,530 62	1,575					1,575 00	1,955 52	45
Sing Sing	2	9,116 30	2,150	720 00	465 00	1 80		3,336 80	5,779 50	36
Skaneateles	3	3,422 85	1,625					1,625 00	1,897 85	45
Stapleton	3	4,354 98	1,625					1,625 00	2,729 98	37
Suspension Bridge*	3	4,929 24	1,650	1,710 00				3,360 00	1,569 24	68
Syracuse	1	122,445 23	3,300	14,465 92	4,378 33	339 98	16,151 57	38,635 80	83,809 43	31
Tarrytown	3	5,155 25	1,825	94 50				1,919 50	3,235 75	37
Ticonderoga	3	2,635 38	1,375					1,375 00	1,260 38	52
Tonawanda	3	4,244 71	1,675					1,824 76	2,419 95	43
Troy	1	92,790 13	3,225	14,319 92	3,546 25	719 49	20,495 57	42,306 23	50,483 90	45
Trumansburgh	3	3,010 69	1,425					1,425 00	1,585 69	47
Unadilla	3	1,954 20	1,100					1,100 00	854 20	56
Union Springs	3	2,064 87	1,300					1,300 00	764 87	63
Utica*	1	63,831 23	3,150	8,800 00		53 41	10,780 11	22,783 52	41,047 70	36
Walden	3	2,231 76	1,200					1,200 00	1,031 76	54
Walton	3	2,756 70	1,375	150 00				1,525 00	1,231 70	55
Wappinger's Falls	3	2,653 40	1,500					1,500 00	1,153 40	56
Warsaw	3	4,829 77	1,575	324 00				1,899 00	2,930 77	39
Warwick	3	2,791 40	1,400	100 00				1,500 00	1,291 40	54
Waterford	3	3,199 44	1,550					1,550 00	1,649 44	48
Waterloo	3	5,911 91	1,875	401 85	72 50	6 75		2,356 10	3,555 81	39

\* In public building; no rent paid. † Includes \$17,168.90 expenses of mail-bag repair depot.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## NEW YORK—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.
Watertown .....	2	\$23,874 32	\$2,650	\$3,331 74	\$1,408 34	\$130 20	\$4,136 40	\$11,656 68	\$12,217 64	49
Waterville .....	3	4,450 62	1,625					1,625 00	2,825 62	36
Watkins .....	3	4,550 92	1,725	243 00				1,968 00	2,582 92	43
Waverly .....	2	7,338 06	2,050	370 61	475 00			2,895 61	4,442 45	39
Weedsport .....	3	3,490 51	1,500					1,500 00	1,990 51	31
Wellsville .....	3	6,120 07	1,775	400 00				2,175 00	3,945 07	35
West Chester .....	3	2,366 39	1,200					1,200 00	1,166 39	51
Westfield .....	3	3,856 81	1,625	150 00				1,775 00	2,081 81	46
West New Brighton .....	3	7,660 48	1,675					1,675 00	5,985 48	22
West Point .....	3	3,035 88	1,400					1,400 00	1,635 88	46
West Troy .....	3	6,684 07	1,900					1,900 00	4,784 07	28
Whitehall .....	3	4,301 59	1,600					1,600 00	2,701 59	37
White Plains .....	3	4,824 90	1,700	200 00				1,900 00	2,924 90	39
Wolcott .....	3	2,190 03	1,200					1,200 00	990 03	55
Yonkers .....	2	20,205 69	2,650	2,514 50	708 00	35 68	3,480 93	9,389 11	10,816 58	46
		7,033,955 30	377,775	1,104,096 57	85,435 87	49,633 03	855,493 42	2,472,433 89	4,561,521 41	35

## NORTH CAROLINA.

Asheville .....	3	\$7,134 37	\$1,750	\$1,050 00				\$2,800 00	\$4,334 37	39
Charlotte .....	2	15,083 06	2,475	1,700 00	\$405 00	\$5 55		4,585 55	10,497 51	30
Concord .....	3	2,288 40	1,275	100 00				1,375 00	913 40	60
Durham .....	3	4,922 09	1,600	50 00				1,650 00	3,272 09	34
Elizabeth City .....	3	2,428 88	1,350	100 00				1,450 00	978 88	60
Fayetteville .....	3	4,411 27	1,600	500 00				2,100 00	2,311 27	48
Goldsborough .....	3	6,788 23	1,775	860 00				2,635 00	4,153 23	39
Greensborough .....	3	6,901 68	1,875	750 00				2,625 00	4,276 68	38
New Berne .....	3	4,552 99	1,875	766 66				2,641 66	1,911 33	58
Raleigh* .....	2	21,535 21	2,650	4,000 00		35 90		6,685 90	14,849 31	31
Reidsville .....	3	2,582 07	1,175	150 00				1,325 00	1,257 07	51
Salisbury .....	3	3,780 13	1,500	600 00				2,100 00	1,680 13	56
Statesville .....	3	3,482 38	1,375	350 00				1,725 00	1,757 38	50
Tarborough .....	3	3,820 57	1,525	270 00				1,795 00	1,525 57	54
Washington .....	3	2,513 05	1,200					1,200 00	1,313 05	48
Wilmington .....	2	21,764 71	2,625	4,120 00	2,627 90	70 88	\$4,030 00	13,473 78	8,290 98	62
Wilson .....	3	3,295 49	1,500	90 00				1,590 00	1,705 49	48
Winston .....	3	6,281 18	1,675	590 00				2,265 00	4,016 18	36
Total .....		123,065 76	30,800	16,046 66	3,032 00	112 33	4,030 00	54,021 89	69,043 87	44

\* In public building; no rent paid.





No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

OHIO—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Garrettsville.....	3	\$2,324 11	\$1,150	.....	.....	\$0 50	.....	\$1,150 50	\$1,173 61	50
Geneva.....	3	4,324 86	1,675	800 00	.....	.....	.....	1,765 00	2,559 86	40
Granville.....	3	2,604 91	1,300	.....	.....	.....	.....	1,300 00	1,304 91	50
Greenfield.....	3	2,927 68	1,400	100 00	.....	.....	.....	1,500 00	1,427 68	50
Greenville.....	3	5,502 00	1,800	700 00	.....	.....	.....	2,500 00	3,002 00	45
Hamilton.....	2	14,620 51	2,575	3,070 50	\$602 73	56 15	.....	6,304 38	8,316 13	48
Hicksville.....	3	2,276 06	1,200	.....	.....	.....	.....	1,200 00	1,076 06	50
Hillsborough.....	3	5,933 85	1,850	565 50	46 25	.....	.....	2,461 75	3,472 10	42
Hiram.....	3	2,155 56	1,075	.....	.....	.....	.....	1,075 00	1,080 56	48
Hudson.....	3	2,359 54	1,350	.....	.....	.....	.....	1,350 00	1,009 54	56
Ironton.....	2	7,600 30	2,100	1,116 66	300 00	2 15	.....	3,518 81	4,081 49	46
Jackson.....	3	4,125 20	1,700	500 00	.....	.....	.....	2,200 00	1,925 20	53
Jefferson.....	3	2,898 45	1,400	200 00	.....	.....	.....	1,600 00	1,298 45	54
Kent.....	3	3,800 43	1,600	100 00	.....	.....	.....	1,700 00	2,100 43	40
Kenton.....	3	6,674 30	1,875	100 00	.....	.....	.....	1,975 00	4,699 30	29
Lancaster.....	2	8,275 78	2,050	1,050 00	.....	.....	.....	3,100 00	5,175 78	36
Lebanon.....	3	6,067 76	1,900	400 00	.....	.....	.....	2,360 00	3,707 76	38
Leetonia.....	3	2,373 65	1,300	.....	.....	.....	.....	1,300 00	1,073 65	50
Lima.....	2	14,241 08	2,525	1,766 66	610 00	17 01	.....	4,916 67	9,322 41	27
Logan.....	3	4,082 58	1,625	133 15	.....	.....	.....	1,758 15	2,324 43	42
London.....	3	4,297 96	1,700	200 00	.....	.....	.....	1,900 00	2,397 96	44
Lorain.....	3	2,601 27	1,300	100 00	.....	.....	.....	1,400 00	1,201 27	54
Loudonville.....	3	1,951 83	1,050	.....	.....	.....	.....	1,050 00	901 83	50
Manassah.....	2	24,910 48	2,650	2,278 00	985 00	.....	\$3,658 49	9,571 49	15,368 99	38
Marietta.....	2	9,554 85	2,300	1,375 00	446 23	0 65	.....	4,127 88	5,426 97	43
Marion.....	3	6,818 94	1,775	500 00	.....	.....	.....	2,275 00	4,543 94	33
Martin's Ferry.....	3	2,755 80	1,275	75 00	.....	.....	.....	1,350 00	1,405 80	50
Marysville.....	3	4,052 15	1,625	200 00	.....	.....	.....	1,825 00	2,227 15	45
Massillon.....	2	10,231 96	2,225	1,216 76	397 58	.....	.....	3,839 34	6,392 62	37
Mechanicsburgh.....	3	2,925 57	1,300	37 50	.....	.....	.....	1,337 50	1,588 07	45
Medina.....	3	4,343 46	1,500	200 00	.....	.....	.....	1,700 00	2,643 46	40
Miamisburg.....	3	2,453 24	1,200	.....	.....	.....	.....	1,200 00	1,253 24	49
Middleport.....	3	2,639 90	1,325	.....	.....	.....	.....	1,325 00	1,314 90	50
Middletown.....	3	8,914 16	1,900	300 00	.....	.....	.....	2,200 00	6,714 16	24
Millersburgh.....	3	2,800 08	1,425	.....	.....	.....	.....	1,425 00	1,375 08	50
Mount Gilead.....	3	2,490 56	1,300	.....	.....	.....	.....	1,300 00	1,100 56	52
Mount Vernon.....	2	10,232 89	2,225	1,202 50	685 00	49 20	.....	4,161 73	6,071 16	40
Napoleon.....	3	2,899 28	1,450	.....	.....	.....	.....	1,450 00	1,449 28	50
National Military Home.....	3	3,647 01	1,600	.....	.....	.....	.....	1,600 00	2,047 01	45
Nelsonville.....	3	2,763 98	1,375	.....	.....	.....	.....	1,375 00	1,388 98	50
Newark.....	2	14,021 14	2,400	1,508 00	508 00	.....	.....	4,506 00	10,115 14	30
New Lexington.....	3	1,404 00	1,100	.....	.....	.....	.....	1,100 00	791 00	58

3	New Lisbon	3,974 26	1,525	300 00				1,825 00	2,149 26	45
3	New Philadelphia	5,116 17	1,700	50 00				1,750 00	3,366 17	34
3	Niles	2,466 88	1,450					1,450 00	1,016 88	38
2	Norwalk	10,454 10	2,325	1,167 87	696 00			4,188 87	6,265 23	40
2	Oberlin	9,053 59	2,175	1,092 00	305 20			3,632 20	5,421 39	40
3	Orrville	2,128 57	1,175					1,175 00	953 57	55
3	Ottawa	2,281 58	1,200	400 00				1,600 00	681 58	71
3	Oxford	3,356 80	1,500					1,500 00	1,856 80	41
2	Painesville	11,813 73	2,325	1,443 75	254 00			4,022 75	7,790 98	34
2	Piqua	9,386 97	2,300	1,277 50	580 00			4,157 50	5,229 47	43
3	Pomeroy	3,988 08	1,625	200 00				1,825 00	2,163 08	55
2	Portsmouth	12,709 92	2,450	1,800 00	356 83	65 72		4,672 55	8,037 37	36
3	Ravenna	6,020 09	1,800	720 00				2,520 00	3,500 09	41
3	Richwood	1,932 10	1,125					1,125 00	807 10	58
3	Ripley	2,596 44	1,400					1,400 00	1,196 44	53
3	Saint Clairville	2,101 61	1,125	180 00				1,305 00	796 61	62
3	Saint Mary's	2,449 51	1,200	100 00				1,300 00	1,149 51	53
2	Salem	10,920 83	2,200	650 00				2,850 00	8,070 83	66
2	Sandusky*	18,448 25	2,575	3,400 00		34 25	3,844 99	9,854 24	8,504 01	52
3	Shelby	3,193 69	1,525					1,525 00	1,668 69	47
3	Slidney	7,361 06	1,925	900 00	125 00			2,950 00	4,411 06	40
1	Springfield	56,206 93	3,075	6,166 66	1,966 80	17 80	7,775 00	19,001 26	37,204 67	33
2	Steubenville	13,671 89	2,375	1,000 00	1,200 00			4,575 90	9,096 89	33
2	Tiffin	10,319 36	2,275	1,187 50	508 25			4,970 75	6,348 61	39
1	Toledo	123,634 53	3,325	18,492 13	4,372 96	441 61	17,011 11	43,642 81	79,991 72	35
2	Troy	9,487 99	2,525	850 00	450 00	7 65		3,832 65	5,655 34	39
3	Uhrichville	2,616 88	1,300	162 00				1,462 00	1,154 88	55
3	Upper Sandusky	4,778 61	1,725	200 00				1,925 00	2,853 61	40
2	Urbana	9,947 12	2,300	1,450 00	110 00			3,890 00	6,057 12	39
3	Van Wert	6,600 10	1,875	500 00				2,375 00	4,225 10	36
3	Wapakoneta	3,170 95	1,525	400 00				1,925 00	1,245 95	61
2	Warren	10,713 20	2,225	844 00	620 08			3,689 08	7,024 12	34
2	Washington C. H.	7,397 24	2,075	675 00	402 50			3,212 50	4,184 74	43
3	Waseon	3,433 87	1,525					1,525 00	1,908 87	44
3	Waverly	1,865 07	1,100	200 00				1,300 00	565 07	70
3	Wellington	5,963 30	1,750	270 00				2,020 00	3,943 30	34
3	Wellsville	4,155 62	1,600					1,600 00	2,555 62	38
3	Westerville	2,439 61	1,275	100 00				1,375 00	1,064 61	56
3	West Liberty	2,735 14	1,425	50 00				1,475 00	1,260 14	54
3	Willoughby	2,362 75	1,175	90 00				1,265 00	1,097 75	53
3	Wilmington	4,449 79	1,675	161 40				1,836 40	2,613 39	41
2	Wooster	10,410 07	2,300	1,160 00	504 87			3,964 87	6,445 20	38
2	Xenia	11,947 31	2,250	1,357 75	451 00			4,058 75	7,888 56	34
2	Youngstown	21,836 67	2,650	2,700 00	1,200 00	4 20	4,878 23	11,432 43	10,404 24	52
2	Zanesville	22,689 97	2,650	3,000 00	998 57	9 00	3,819 96	10,477 53	12,212 44	46
.....	Total	2,095 646 92	246,375	279,038 78	32,436 60	3,794 87	224,924 35	786,569 60	1,309,077 32	33

\* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

OREGON.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Albany	3	\$3,673 79	\$1,600	\$350 00				\$1,950 00	\$1,723 79	53
Astoria*	3	7,105 19	1,825	550 00				2,375 00	4,730 19	33
Baker City	3	3,102 20	1,375	352 50				1,727 50	1,374 70	56
Corvallis	3	2,851 94	1,425	221 50				1,646 50	1,205 44	58
East Portland	3	3,685 31	1,375	512 50				1,887 50	1,777 81	51
Eugene City	3	3,003 71	1,375					1,375 00	1,628 71	46
Oregon City	3	2,446 15	1,350	50 00				1,400 00	1,016 15	57
Pendleton	3	4,392 09	1,325	510 00				1,835 00	2,557 09	42
Portland	1	75,222 88	3,150	10,300 00		\$156 45	\$6,389 18	19,995 63	55,227 25	27
Roseburgh	3	2,065 40	1,125	200 00		50		1,325 50	739 90	64
Salem	2	9,312 55	2,200	1,248 00	\$489 00			3,937 00	5,375 55	42
The Dalles	3	5,676 62	1,775	800 00	40 75			2,615 75	3,060 87	46
Total		122,517 83	19,900	15,094 50	529 75	156 95	6,389 18	42,070 38	80,447 45	34

\* In public building; no rent paid.

PENNSYLVANIA.

Allegheny	2	\$39,017 22	\$2,800	\$4,397 15	\$1,399 00	\$20 10	\$15,043 25	\$23,659 50	\$15,357 72	61
Allentown	2	21,477 97	2,675	3,009 00	684 63	28 30	4,798 00	11,185 93	10,292 04	52
Altoona	2	18,531 84	2,650	2,540 36	1,091 04	7 50	4,343 88	10,632 78	7,899 06	57
Ashland	3	4,054 05	1,575					1,575 00	2,479 05	30
Athens	3	3,479 82	1,475	300 00				1,775 00	1,704 82	51
Beaver	3	2,129 36	1,250					1,250 00	897 36	59
Beaver Falls	3	8,310 71	1,925	350 00				2,275 00	6,035 71	27
Bedford	3	4,300 38	1,600	162 00				1,762 00	2,538 38	41
Bellefonte	3	7,508 91	1,950	285 00	125 50			2,360 50	5,148 41	31
Berwick	3	2,488 55	1,325					1,325 00	1,163 55	53
Bethlehem	2	11,010 09	2,275	1,500 00	460 00			4,235 00	6,775 09	38
Blairsville	3	2,524 86	1,275	150 00				1,425 00	1,099 86	56
Bloomsburgh	3	4,028 75	1,675	243 00				1,918 00	2,110 75	48
Braddock	3	4,947 06	1,600					1,600 00	3,387 06	32
Bradford	2	26,012 11	2,750	2,550 00	800 00			6,100 00	19,912 11	23
Bristol	3	4,779 15	1,075	180 00				1,855 00	2,924 15	39
Brooksville	3	4,496 80	1,600	450 00				2,050 00	2,446 30	45
Brownsville	3	8,130 42	1,525					1,525 00	1,606 42	49
Butler	3	5,076 09	1,700	375 00				2,075 00	3,001 09	41
Canton	3	2,477 76	1,200					1,200 00	1,277 76	48
Lock Haven	2	11,100 07	2,225	1,061 25	428 15	69 50		3,783 00	7,316 17	34
McKeesport	2	9,081 77	2,075	940 00	516 00			3,570 00	5,511 77	39

Carbondale	3	4,841 36	1,725	400 00				2,125 00	2,716 36	44
Carlisle	2	9,839 09	2,250	1,348 58				3,596 58	6,240 51	37
Catasauqua	3	3,119 57	1,500					1,500 00	1,619 57	48
Chambersburgh	2	9,998 82	2,225	1,200 00		323 15	1 35	3,749 50	6,249 32	37
Chester	2	18,753 79	2,350	1,900 00		420 00		4,670 00	9,083 79	34
Clarion	3	2,820 50	1,300	162 00				1,462 00	1,358 50	52
Clearfield	3	4,524 40	1,575	50 00				1,625 00	2,899 40	36
Coatesville	3	4,441 46	1,775	200 00				1,975 00	2,466 46	44
Columbia	3	7,255 47	1,900	1,000 00				2,900 00	4,355 47	40
Connellsville	3	5,049 37	1,700	425 00				2,125 00	2,924 37	42
Conneautville	3	2,180 09	1,075	33 33				1,108 33	1,071 76	61
Conshohocken	3	2,939 82	1,400	200 00				1,600 00	1,339 82	54
Corry	2	10,162 39	2,325	1,580 00		465 00	3 00	4,353 00	5,809 39	43
Coudersport	3	2,329 67	1,200	162 00			1 05	1,363 05	966 62	59
Curwensville	3	3,040 50	1,275	250 00				1,525 00	1,515 50	50
Danville	3	7,857 63	1,900	404 00		450 00		2,754 00	5,103 63	35
Downingtown	3	2,414 71	1,175	200 00				1,375 00	1,039 71	57
Doylstown	3	4,081 76	1,600	300 00				1,900 00	2,181 76	47
Du Bois	3	4,823 54	1,575	150 00				1,725 00	3,098 54	36
Duke Centre	3	1,666 48	1,250					1,250 00	416 48	75
Easton	2	21,576 39	2,650	2,562 00		1,373 70	124 04	12,910 03	8,666 36	00
Ebensburgh	3	2,065 98	1,175					1,175 00	890 98	57
Eminton	3	2,025 56	1,150	90 00				1,240 00	785 56	61
Emporium	3	2,330 51	1,200					1,200 00	1,130 51	52
Eric	2	38,918 82	2,900	6,000 00		322 00	189 14	17,579 07	21,339 75	45
Franklin	2	10,157 87	2,225	1,400 00		400 00	22 00	4,047 00	6,110 87	40
Freeport	3	2,249 89	1,175					1,175 00	1,074 89	52
Gettysburgh	3	4,424 79	1,650	900 00				2,550 00	1,874 79	58
Greencastle	3	2,215 77	1,100					1,100 00	1,115 77	50
Greensburg	3	6,579 54	1,775	700 00				2,475 00	4,104 54	38
Greeneville	3	6,423 51	1,850	400 00				2,250 00	4,172 51	35
Hanover	3	4,109 78	1,600	172 50				1,772 50	2,337 28	43
Harrisburg	1	45,824 90	3,150	10,979 21		22 05	27 00	21,513 04	24,311 86	47
Hazleton	2	8,810 00	2,100	600 00		286 00		2,906 00	5,824 00	34
Holidaysburgh	3	4,439 43	1,700	200 00				1,900 00	2,539 43	55
Honesdale	3	6,343 76	1,875	470 00		125 00		2,470 00	3,873 76	30
Houtzdale	3	3,534 56	1,575	137 23			75	1,712 98	1,821 58	48
Huntingdon	2	10,421 54	2,125	950 00		157 50	53 00	3,285 50	7,136 04	32
Indiana	3	6,092 72	1,750	600 00				2,350 00	3,742 72	39
Irwin Station	3	2,865 20	1,400	100 00				1,500 00	1,305 20	52
Jersey Shore	3	2,838 58	1,325					1,325 00	1,513 58	47
Johnstown	2	13,248 29	2,500	1,290 00		468 00		4,258 00	8,990 29	32
Kendall Creek	3	1,642 85	1,200					1,200 00	442 85	73
Kingston	3	2,950 46	1,350	100 00				1,450 00	1,500 46	49
Kittanning	3	5,011 28	1,675	200 00				1,875 00	3,136 28	37
Lancaster	2	36,692 29	2,825	3,825 00		1,870 00	17 00	14,514 40	22,177 80	40
Latrobe	3	3,349 06	1,500	200 00				1,700 00	1,049 06	51
Lebanon	2	12,096 49	2,825	1,249 46		728 97	33 00	4,336 43	7,760 06	44
Lewistown	3	5,883 29	1,850	593 75		138 53	9 00	2,591 28	3,292 01	44
Lewistown	3	5,722 78	1,775	400 00				2,175 00	3,547 78	38

In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884.—Continued.

## PENNSYLVANIA—Continued.

Office.	Class.	Gross receipts.	Clerk hire.	Rent, light, and fuel.	Other incl. dental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expenses to gross receipts.
Mahanoy City	3	\$25,109 14	\$150 82				\$1,950 82	\$23,158 32	38
Mansfield	3	2,415 77	135 00				1,335 00	1,080 77	55
Marquette	3	2,826 08	100 00				1,475 00	1,351 08	52
Mauch Chunk	3	6,727 55	200 00				2,025 00	4,702 55	31
Meadville	3	16,487 30	3,030 00	\$640 00	\$45 00		6,225 00	10,252 30	38
Mechanicsburgh	3	5,501 80	300 00				2,025 00	3,476 80	37
Media	3	5,115 70					1,600 00	3,515 70	31
Mercer	3	4,342 45	400 00				2,125 00	2,217 45	49
Middletown	3	3,834 91					1,500 00	2,334 91	39
Millersburgh	3	3,190 38					1,375 00	1,815 38	63
Milton	3	5,748 34					1,700 00	4,048 34	30
Minersville	3	2,027 45	243 00				1,368 00	650 45	67
Monongahela City	3	2,309 55	100 00				1,300 00	1,009 55	55
Montrose	3	4,763 74	729 00				2,395 00	2,368 74	50
Mount Carmel	3	2,401 59					1,000 00	1,401 59	41
Mount Joy	3	2,547 81					1,325 00	1,222 81	52
Mount Pleasant	3	3,920 02					1,625 00	2,295 02	42
Muney	3	3,024 54	25 00				1,450 00	1,574 54	48
Nanticoke	3	2,268 38					1,025 00	1,243 38	45
New Brighton	3	4,488 18					1,700 00	2,788 18	38
New Castle	2	11,873 55	2,500 00	673 00	15 00		5,463 00	6,410 55	46
Newport	3	2,645 88	300 00				1,825 00	1,020 88	61
Northampton	2	12,155 06	1,168 00	756 00			4,108 00	7,987 06	34
North Clarendon	3	3,039 48					1,225 00	1,814 48	59
North East	3	1,826 03					1,525 00	311 03	81
Northumberland	3	13,074 83					1,125 00	7,018 17	42
Oil City	2	3,220 98					5,456 66	1,640 81	49
Oxford	3	2,145 94					1,580 15	585 94	78
Parker's Landing	3	1,737 13					1,779 46	89 10	182
Potterville	3	5,145 87	765 710 45	5,998 81	6,585 48	\$353,402 88	670,107 07	899,472 10	43
Philadelphia	1	6,145 87	99 78				1,749 76	3,306 59	34
Philipsburgh	3	6,772 37	231 00				1,981 60	4,791 37	30
Phoenixville	3	334,161 57	57,868 60	135 43	940 58	43,356 08	100,196 19	238,035 26	33
Pittsburgh	1	9,993 22	950 00	440 00			3,690 00	6,303 22	37
Pittston	2	1,703 51	100 00				1,250 00	453 51	73
Pleasantville	3	4,531 52					1,700 00	2,831 52	38
Plymouth	3	7,278 06	350 00				2,225 00	5,053 06	31
Pottstown	3	14,574 40	2,100 00	646 00	13 04	8,428 92	6,608 16	6,906 24	35
Pottsville	2	41,378 20	6,400 00	3,100 25	4 10	16,744 38	21,340 13	19,998 26	61
Reading	3	8,706 46					1,500 00	2,126 46	41

Reynoldsville.....	3	2,745 36	1,400	.....	.....	.....	.....	1,400 00	1,345 36	51
Ridgway .....	3	3,944 62	1,525	.....	.....	.....	.....	1,525 00	2,419 62	40
Rochester.....	3	2,813 74	1,375	.....	90 00	.....	.....	1,465 00	1,348 74	52
Saint Mary's .....	3	1,994 16	1,075	.....	.....	.....	.....	1,075 00	919 16	54
Salisbury .....	3	2,009 83	1,075	.....	.....	.....	.....	1,075 00	934 83	53
Schuylkill Haven .....	3	1,819 05	1,100	.....	100 00	.....	.....	1,200 00	619 05	66
Scottdale .....	3	2,853 83	1,425	.....	.....	.....	.....	1,425 00	1,428 83	50
Scranton .....	2	36,425 68	2,850	.....	830 60	317 06	5,338 98	15,348 84	21,076 84	42
Selin's Grove .....	3	2,197 46	1,350	.....	.....	.....	.....	1,350 00	847 46	61
Shamokin.....	3	6,367 98	1,750	.....	100 00	.....	.....	1,850 00	4,517 98	29
Sharon .....	2	7,809 92	2,050	.....	475 00	248 00	.....	2,773 00	5,036 92	35
Sheffield .....	3	1,851 43	1,325	.....	.....	.....	.....	1,325 00	626 43	68
Shenandoah .....	3	5,311 64	1,700	.....	.....	.....	.....	1,700 00	3,611 64	32
Shippensburg .....	3	3,744 63	1,525	.....	250 00	.....	.....	1,775 00	1,969 63	47
Slatington .....	3	2,230 08	1,100	.....	.....	.....	.....	1,100 00	1,130 08	49
Somerset .....	3	3,416 31	1,400	.....	200 00	.....	.....	1,600 00	1,816 31	47
South Bethlehem .....	3	4,259 51	1,575	.....	150 00	.....	.....	1,725 00	2,534 51	41
Steelton .....	3	3,188 19	1,250	.....	.....	.....	.....	1,250 00	1,938 19	39
Stroudsburg .....	3	3,643 23	1,575	.....	162 00	.....	.....	1,737 00	1,906 23	48
Sunbury .....	3	5,613 14	1,750	.....	187 50	206 25	.....	2,143 75	3,469 39	38
Susquehanna .....	3	4,174 89	1,650	.....	.....	.....	.....	1,650 00	2,524 89	29
Tamaqua .....	3	3,087 81	1,450	.....	.....	.....	.....	1,450 00	1,637 81	47
Tidionte .....	3	3,045 68	1,475	.....	405 00	.....	.....	1,880 00	1,165 68	61
Titusville.....	2	16,060 03	2,500	.....	2,125 00	993 05	.....	5,618 05	10,441 98	35
Towanda .....	2	8,742 86	2,050	.....	864 50	700 00	8 25	3,622 75	5,120 11	41
Troy.....	3	3,233 39	1,425	.....	.....	.....	.....	1,425 00	1,808 39	44
Tunkhannock .....	3	3,136 10	1,500	.....	200 00	.....	.....	1,700 00	1,436 10	54
Tyrone .....	3	7,012 79	1,925	.....	662 50	51 93	.....	2,639 43	4,373 36	37
Union City .....	3	3,350 66	1,525	.....	.....	.....	.....	1,525 00	1,825 66	45
Uniontown .....	3	5,625 73	1,775	.....	533 33	.....	.....	2,308 33	3,317 40	41
Warren.....	2	17,195 48	2,475	.....	1,300 00	757 50	5 00	4,537 50	12,657 98	26
Washington .....	3	7,790 91	1,900	.....	850 00	.....	.....	2,750 00	5,040 91	35
Watson town .....	3	2,873 00	1,400	.....	45 00	.....	.....	1,445 00	1,428 00	50
Waynesborough .....	3	6,998 56	1,650	.....	.....	.....	.....	1,650 00	5,348 56	23
Waynesburgh .....	3	3,050 72	1,475	.....	500 00	.....	.....	1,975 00	1,075 72	64
Wellaborough .....	3	4,511 27	1,650	.....	300 00	.....	.....	1,950 00	2,561 27	43
West Chester .....	2	14,160 90	2,275	.....	1,800 00	.....	.....	4,075 00	10,085 90	28
West Grove.....	3	6,309 52	1,850	.....	550 00	.....	.....	2,400 00	3,909 52	38
West Newton .....	3	2,558 94	1,200	.....	.....	.....	.....	1,200 00	1,358 94	23
White Haven .....	3	2,194 55	1,175	.....	.....	.....	.....	1,175 00	1,019 55	53
Wilkes Barre .....	2	24,796 65	2,775	.....	3,000 00	709 20	6 00	12,150 20	12,646 45	49
Williamsport .....	2	30,026 35	2,850	.....	3,024 00	1,052 40	65 45	11,697 77	18,328 58	38
York .....	2	23,301 11	2,700	.....	2,500 00	926 41	12 00	9,463 68	13,437 43	42
Total .....	.....	3,035,264 83	273,800	436,831 62	31,188 75	8,623 84	514,163 41	1,264,607 62	1,770,699 54	41

\* In public building; no rent paid for central office. † In public building; no rent paid.



No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## RHODE ISLAND.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Bristol*	3	\$4,922 84	\$1,725					\$1,725 00	\$3,197 84	35
Central Falls	3	5,218 73	1,775	\$400 00		\$0 85		2,175 85	3,042 88	42
East Greenwich	3	4,228 08	1,625					1,625 00	2,603 08	39
Lonsdale	3	2,634 20	1,225					1,225 00	1,409 20	47
Newport	2	27,084 77	2,750	3,935 00		48 43	\$5,325 04	12,058 47	15,926 30	43
Olneyville	3	4,800 01	1,700	150 00				1,850 00	3,040 01	38
Pawtucket	2	19,957 81	2,700	2,814 00	\$1,412 00	84 59	4,891 61	11,812 20	8,145 61	57
Providence*	1	182,868 05	3,475	24,731 66		701 36	35,852 14	64,760 16	118,107 89	35
Warren	3	2,907 68	1,450					1,450 00	1,457 68	50
Westerly	2	9,507 46	2,225		611 90			3,711 90	5,795 56	39
Woonsocket	2	11,848 38	2,425	1,225 00	520 00			4,170 00	7,678 38	35
Total		276,908 01	23,075	34,130 66	2,543 90	835 23	45,978 79	106,563 58	170,404 43	38

\* In public building; no rent paid.

## SOUTH CAROLINA.

Aiken	3	\$3,764 32	\$1,625	\$76 00				\$1,701 00	\$2,063 32	42
Anderson C. H.	3	2,924 69	1,400					1,400 00	1,524 69	48
Beaufort	3	3,123 59	1,450	75 00				1,525 00	1,598 59	49
Camden	3	2,585 45	1,425	83 15				1,508 15	1,077 30	58
Charleston*	1	66,540 05	3,225	10,600 00		\$127 37	\$9,226 83	23,179 20	43,360 85	35
Chester C. H.	3	3,263 17	1,500	100 00				1,600 00	1,663 17	49
Columbia*	2	17,077 72	2,450	2,500 00				4,950 00	12,127 72	29
Florence	3	2,448 59	1,075	100 00				1,175 00	1,273 59	48
Georgetown	3	2,221 89	1,175					1,175 00	1,046 89	53
Greenville C. H.	3	8,177 24	1,975					2,500 00	5,677 24	31
Newberry C. H.	3	4,186 99	1,650					1,931 00	2,555 99	46
Orangeburgh C. H.	3	2,762 16	1,400	100 00				1,500 00	1,262 16	54
Spartanburgh C. H.	3	5,920 58	1,925	561 00	\$87 50			2,573 50	3,347 08	43
Sumter C. H.	3	4,079 49	1,625	283 16				1,908 16	2,171 33	47
Union	3	1,947 93	1,200	225 00		60		1,425 60	522 33	73
Winnsborough	3	2,549 65	1,300	76 00				1,376 00	1,173 65	54
Total		133,573 51	26,400	15,585 31	87 50	127 97	9,226 83	51,427 61	82,145 90	38

\* In public building; no rent paid.



**TENNESSEE.**

Bristol.....	3	\$5,311 02	\$1,575 00	\$400 00	.....	\$0 25	.....	\$1,975 25	\$3,335 77	37
Brownsville.....	3	2,587 94	1,550 00	325 00	.....	.....	.....	1,875 00	712 94	72
Chattanooga.....	2	31,605 32	2,650 00	4,243 00	\$486 93	181 21	\$3,002 57	10,563 71	21,041 16	33
Clarksville.....	3	8,567 33	1,950 00	733 00	85 50	12 00	.....	2,725 50	5,781 83	33
Cleveland.....	3	2,387 27	1,200 00	275 00	.....	.....	.....	1,475 00	912 27	61
Columbia.....	3	6,330 89	1,725 17	803 32	.....	.....	.....	2,588 49	3,742 40	40
Dyersburgh.....	3	1,846 18	1,125 00	.....	.....	.....	.....	1,125 00	741 18	60
Fayetteville.....	3	2,380 80	1,225 00	150 00	.....	.....	.....	1,375 00	1,005 80	57
Franklin.....	3	2,588 16	1,300 00	200 00	.....	.....	.....	1,500 00	1,088 16	58
Gallatin.....	3	2,968 68	1,500 00	270 00	.....	.....	.....	1,770 00	1,198 68	60
Jackson.....	3	6,733 78	1,975 00	860 00	.....	.....	.....	2,835 00	3,898 78	42
Knoxville.....	2	35,570 26	2,825 00	4,400 00	.....	.....	4,135 40	11,360 40	24,209 86	31
Lebanon.....	3	3,566 25	1,525 00	600 00	.....	.....	.....	2,125 00	1,441 25	60
McMinnville.....	3	2,538 00	1,125 00	206 00	.....	.....	.....	1,331 00	1,267 00	52
Memphis.....	1	80,494 94	3,225 00	13,392 09	3,439 05	148 89	10,897 67	31,102 70	49,392 24	39
Murfreesborough.....	3	4,434 64	1,700 00	550 00	.....	.....	.....	2,250 00	2,184 04	51
Nashville*.....	1	97,253 59	3,225 00	16,943 47	.....	142 95	13,647 94	33,959 36	63,294 23	35
Paris.....	3	2,356 30	1,225 00	250 00	.....	.....	.....	1,475 00	881 30	63
Pulaski.....	3	3,421 08	1,600 00	243 00	.....	.....	.....	1,843 00	1,578 08	54
Shelbyville.....	3	3,302 71	1,500 00	405 00	.....	.....	.....	1,905 00	1,397 71	57
Trenton.....	3	2,080 90	1,200 00	.....	.....	.....	.....	1,200 00	880 90	58
Tullahoma.....	3	2,369 52	1,100 00	117 00	.....	.....	.....	1,217 00	1,152 52	51
Union City.....	3	4,564 70	1,375 00	242 67	.....	.....	.....	1,617 67	2,947 63	35
Winchester.....	3	2,113 50	1,025 00	.....	.....	.....	.....	1,025 00	1,088 50	49
Total.....		317,393 76	40,485 17	45,613 55	4,011 48	485 30	31,683 58	122,279 08	195,114 68	39

\* In public building; no rent paid.

**TEXAS**

[illegible]

\* Returns for second quarter, 1884, are delinquent.

**In public building; no rent paid.**

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

TEXAS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Corpus Christi.....	3	\$4,588 45	\$1,875	\$575 00	.....	.....	.....	\$2,450 00	\$2,138 45	53
Corsicana.....	2	6,909 56	2,000	900 00	\$4 60	.....	.....	2,904 60	4,004 96	42
Cuero.....	3	2,646 15	1,450	200 00	.....	.....	.....	1,650 00	996 15	62
Dallas.....	1	44,215 67	3,000	7,198 17	297 00	\$529 71	\$5,201 40	16,226 28	27,989 39	37
Decatur.....	3	3,476 83	1,400	299 69	.....	.....	.....	1,699 69	1,777 14	49
Denison City.....	2	10,456 51	2,175	1,650 00	240 00	.....	.....	4,065 00	6,391 51	38
Denton.....	3	4,149 77	1,500	250 00	.....	.....	.....	1,750 00	2,399 77	42
Eagle Pass.....	3	2,455 91	1,150	100 00	.....	.....	.....	1,250 00	1,205 91	51
El Paso.....	2	8,796 21	2,000	1,318 00	695 35	43 57	.....	4,056 92	4,789 29	46
Ennis.....	3	3,235 45	1,475	200 00	.....	.....	.....	1,675 00	1,560 45	52
Fort Worth.....	2	26,606 83	2,725	4,000 00	293 72	.....	.....	7,018 72	19,588 11	26
Gainesville.....	2	7,792 10	2,025	530 00	48 80	.....	.....	2,603 80	5,188 30	33
Galveston*.....	1	71,548 72	3,225	10,280 00	.....	172 60	7,276 43	20,964 03	50,584 69	29
Georgetown.....	3	3,492 99	1,500	90 00	.....	7 30	.....	1,597 30	1,895 69	46
Gonzales.....	3	2,395 17	1,250	231 00	.....	.....	.....	1,481 00	914 17	62
Greenville.....	3	3,727 01	1,500	291 62	.....	.....	.....	1,791 62	1,935 39	48
Hempstead.....	3	3,010 71	1,375	200 00	.....	.....	.....	1,575 00	1,435 71	52
Henderson.....	3	2,124 62	1,225	225 00	.....	.....	.....	1,450 00	674 62	68
Henrietta.....	3	2,738 38	1,300	266 30	.....	25	.....	1,566 55	1,171 83	57
Houston.....	1	41,581 80	3,075	9,100 00	1,304 20	184 05	6,266 97	19,830 22	21,651 58	48
Huntsville.....	3	2,630 71	1,525	162 00	.....	.....	.....	1,687 00	1,943 71	46
Jefferson.....	3	4,232 60	1,775	500 00	.....	.....	.....	2,275 00	1,957 60	54
La Grange.....	3	1,870 03	1,125	500 00	.....	.....	.....	1,625 00	245 03	87
Lampasas.....	3	5,659 61	1,575	350 00	.....	15 15	.....	1,925 00	3,734 61	34
Laredo.....	3	7,399 92	1,925	1,208 00	.....	.....	.....	3,148 15	4,251 77	42
Longview.....	3	4,057 41	1,600	300 00	.....	.....	.....	1,900 00	2,157 41	45
McKinney.....	3	3,883 37	1,550	.....	.....	.....	.....	1,550 00	2,333 37	39
Marlin.....	3	2,100 81	1,225	.....	.....	.....	.....	1,225 00	875 81	58
Marshall.....	2	7,916 21	2,150	1,305 00	50 00	.....	.....	3,505 00	4,411 21	44
Mexia.....	3	3,073 03	1,500	200 00	.....	.....	.....	1,700 00	1,373 03	55
Mincola.....	3	2,032 28	1,150	270 00	.....	.....	.....	1,420 00	612 28	70
Navasota.....	3	2,927 55	1,325	321 50	.....	25	.....	1,466 75	1,280 80	56
Orange.....	3	2,315 05	1,200	49 41	.....	.....	.....	1,249 41	1,066 24	54
Palestine.....	2	11,209 69	2,325	1,250 00	818 00	.....	.....	3,893 00	7,316 69	35
Paris.....	3	7,106 29	1,900	660 83	.....	.....	.....	2,560 83	4,545 46	36
Rockdale.....	3	2,706 88	1,325	162 00	.....	.....	.....	1,487 00	1,219 88	53
San Antonio.....	2	33,300 17	2,925	6,675 00	1,271 55	362 52	5,114 43	16,348 49	16,951 68	49
San Marcos.....	3	2,767 46	1,300	100 00	.....	.....	.....	1,400 00	1,367 46	50
Sherman.....	2	11,627 95	2,250	1,700 00	383 50	.....	.....	4,288 50	7,344 45	37
Sulphur Springs.....	3	2,432 69	1,175	.....	.....	1 00	.....	1,176 00	1,256 69	48
Taylor.....	3	3,208 40	1,325	100 00	.....	.....	.....	1,425 00	1,783 40	44

\* In public building; no rent paid.

Terrell.....	3	4, 118 46	1, 625	385 00	.....	.....	2, 010 00	2, 108 46	49
Tyler.....	3	5, 884 88	1, 850	300 00	.....	.....	2, 150 00	3, 734 88	37
Victoria.....	3	4, 205 74	1, 575	500 00	.....	.....	2, 075 00	2, 130 74	49
Waco.....	2	17, 931 84	2, 575	3, 205 50	.....	14 25	6, 494 75	11, 437 09	36
Waxahachie*.....	3	.....	.....	.....	.....	.....	.....	.....	.....
Weatherford.....	3	5, 349 77	1, 775	450 00	.....	.....	2, 225 00	3, 124 77	42
Will's Point.....	3	1, 934 63	1, 125	100 00	.....	.....	1, 225 00	709 63	64
Total .....	.....	510, 495 95	104, 525	70, 349 80	5, 601 72	1, 417 60	208, 919 04	301, 576 91	41

UTAH.

Logan .....	3	\$2, 366 60	\$1, 275	\$180 00	.....	.....	\$1, 455 00	\$911 60	61
Ogden City .....	2	13, 111 26	2, 325	3, 000 00	\$300 00	.....	5, 625 00	7, 456 26	42
Park City.....	3	3, 566 78	1, 575	133 33	.....	.....	1, 708 33	1, 858 45	48
Provo City.....	3	2, 273 20	1, 075	.....	.....	.....	1, 075 00	1, 198 20	47
Salt Lake City.....	1	37, 806 81	3, 000	7, 400 00	1, 887 25	\$112 73	12, 399 96	25, 406 83	33
Silver Reef.....	3	1, 259 85	1, 050	.....	.....	.....	1, 050 00	209 85	83
Total .....	.....	60, 384 50	10, 300	10, 713 33	2, 187 25	112 73	23, 313 31	37, 071 19	38

VERMONT.

Barre .....	3	\$3, 041 34	\$1, 375	.....	.....	.....	\$1, 875 00	\$1, 666 34	45
Bellows Falls .....	3	6, 644 07	1, 875	\$720 00	.....	.....	2, 595 00	4, 049 07	39
Bennington.....	3	5, 102 49	1, 800	125 00	.....	.....	1, 925 00	3, 177 49	37
Bradford .....	3	4, 424 39	1, 475	.....	.....	.....	1, 475 00	2, 949 39	33
Brandon .....	3	3, 419 56	1, 550	200 00	.....	.....	1, 750 00	1, 609 56	51
Brattleborough .....	2	14, 626 44	2, 400	1, 850 00	\$113 82	.....	4, 663 82	9, 962 62	31
Burlington.....	2	23, 700 13	2, 650	3, 300 00	.....	\$102 59	10, 313 09	13, 387 04	43
Fair Haven .....	3	3, 293 81	1, 400	.....	.....	.....	1, 400 00	1, 893 81	43
Ludlow .....	3	2, 129 73	1, 200	.....	.....	.....	1, 200 00	929 73	56
Middlebury .....	3	4, 635 47	1, 725	312 50	.....	.....	2, 037 50	2, 597 97	44
Montpelier .....	2	11, 457 75	2, 375	1, 600 00	851 95	14 20	4, 841 15	6, 616 60	42
Newport .....	3	2, 835 30	1, 250	.....	.....	.....	1, 250 00	1, 585 30	43
Northfield .....	3	2, 520 32	1, 300	.....	.....	.....	1, 300 00	1, 220 32	52
Poultney .....	3	2, 280 71	1, 425	.....	.....	.....	1, 425 00	1, 455 71	49
Rutland.....	2	17, 131 51	2, 475	3, 449 38	.....	33 91	5, 958 29	11, 173 22	35
Saint Albans .....	2	9, 260 30	2, 175	1, 300 00	871 65	.....	4, 346 65	4, 913 74	47
Saint Johnsbury.....	2	9, 369 23	2, 175	1, 020 00	500 00	4 84	3, 699 84	5, 669 39	39
Springfield .....	3	3, 404 09	1, 525	.....	.....	.....	1, 525 00	1, 879 09	45
Swanton .....	3	2, 293 60	1, 200	90 00	.....	.....	1, 290 00	1, 003 60	56
Vergennes.....	3	3, 760 26	1, 575	243 00	.....	.....	1, 818 00	1, 942 26	48
Waterbury .....	3	2, 245 26	1, 350	.....	.....	.....	1, 350 00	895 26	61
West Randolph.....	3	3, 566 64	1, 475	200 00	.....	.....	1, 675 00	1, 891 04	47
White River Junction .....	3	2, 404 91	1, 150	500 00	.....	.....	1, 650 00	754 91	69

\*Returns from January 1 to January 22, 1884, are delinquent.

† In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## VERMONT—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts
Windsor*	3	43,106 06	\$1,500	\$324 00	.....	.....	\$1,824 00	\$1,282 06	59
Winook*	3	2,047 63	1,100	.....	.....	.....	1,100 00	947 63	54
Woodstock	3	3,769 70	1,450	300 00	.....	.....	1,750 00	2,019 70	46
Total	.....	153,071 89	42,850	15,533 88	67,637 42	\$1,200 50	65,537 34	87,534 05	42

\* In public building; no rent paid.

## VIRGINIA.

Abingdon	3	63,765 80	\$1,500	\$400 00	.....	.....	\$1,900 00	\$1,365 80	50
Alexandria*	2	18,957 68	2,300	3,200 00	.....	.....	5,532 24	3,425 44	40
Charlottesville	3	7,056 44	1,875	1,000 00	.....	.....	2,875 00	4,181 44	41
Culpeper	3	2,792 18	1,400	243 00	.....	.....	1,643 00	1,449 18	59
Danville	2	12,486 42	2,400	2,000 00	.....	8 75	4,408 75	8,057 87	35
Farmville	2	2,494 92	1,425	500 00	.....	.....	1,925 00	3,569 92	77
Fortress Monroe	3	8,543 35	1,550	500 00	.....	.....	2,050 20	1,474 15	58
Fredericksburgh	3	5,836 60	1,775	810 00	.....	.....	2,585 00	3,251 60	44
Glen Allen	3	2,867 59	1,300	.....	.....	.....	1,300 00	1,567 59	44
Gordonville	3	2,569 63	1,175	224 66	.....	.....	1,399 66	1,169 97	54
Hampton	3	4,560 50	1,575	243 00	.....	.....	1,818 00	2,742 50	40
Harrisonburgh	3	4,172 61	1,575	1,000 00	.....	.....	2,575 00	1,597 61	62
Lexington	3	3,075 74	1,425	319 89	.....	50	1,745 39	1,330 35	56
Liberty	3	4,891 48	1,825	450 00	.....	.....	2,273 00	2,618 48	42
Lynchburg	2	29,933 19	2,900	400 00	.....	.....	2,101 00	2,188 57	49
Norfolk*	1	45,318 30	3,075	5,510 00	\$985 60	\$4,277 88	12,777 08	10,158 11	46
Petersburgh	2	10,269 43	2,700	7,049 88	.....	8,615 45	16,700 19	28,038 11	37
Portsmouth	2	7,345 21	2,075	2,200 00	.....	3 00	11,013 93	8,275 48	57
Richmond*	1	112,880 20	3,300	782 00	685 50	.....	3,542 50	3,302 71	48
Ronoke	3	9,112 23	1,725	19,612 73	.....	319 49	30,292 80	73,377 31	35
Salem	3	3,464 51	1,725	600 00	.....	.....	2,323 00	6,787 23	26
Staunton	2	14,480 60	2,300	76 00	.....	.....	1,576 00	1,908 61	45
Suffolk	3	3,302 30	1,475	2,500 00	508 78	.....	5,383 31	9,007 29	37
University of Virginia	3	2,792 50	1,450	265 00	.....	.....	1,740 00	1,562 30	53
Warrenton	3	8,697 07	1,500	500 00	.....	.....	1,450 00	1,342 60	63
Winchester	3	7,383 92	1,975	1,000 00	115 00	.....	2,000 00	1,687 97	54
Wytheville	3	3,524 06	1,500	278 66	.....	1 00	3,080 00	4,208 92	42
Total	.....	340,794 03	52,075	62,664 82	3,204 88	623 16	139,612 82	201,181 21	41

\* In public building; no rent paid.

WASHINGTON TERRITORY.

Colfax.....	3	\$4,009 54	\$1,475	\$275 00	.....	\$1,750 00	\$2,250 54	44
Dayton.....	3	3,755 70	1,400	399 98	.....	1,789 98	1,835 72	48
Olympia.....	3	4,300 63	1,550	700 00	.....	2,250 00	2,050 63	52
Seattle.....	2	15,983 71	2,250	2,135 00	\$509 00	4,920 25	11,063 46	31
Spokane Falls.....	3	5,939 68	1,400	475 00	.....	1,875 00	4,064 68	32
Vancouver.....	3	2,649 16	1,175	200 00	.....	1,375 00	1,274 16	52
Walla Walla.....	2	10,584 74	2,425	1,350 00	480 00	4,255 00	6,369 74	40
Total.....	.....	47,203 16	11,075	5,534 98	989 00	18,225 23	22,977 83	38

WEST VIRGINIA.

Charleston.....	3	\$8,775 60	\$2,075	\$1,062 50	.....	\$3,137 85	\$5,637 75	36
Charlestown.....	3	3,835 23	1,575	200 00	.....	1,775 50	2,059 73	46
Clarksburgh.....	3	4,380 41	1,675	436 83	.....	2,111 83	2,268 58	48
Farmount.....	3	2,430 57	1,300	400 00	.....	1,700 00	730 57	70
Grafton.....	3	3,128 32	1,475	174 66	.....	1,649 66	1,478 66	53
Huntington.....	3	4,971 90	1,725	466 30	.....	2,191 30	2,780 60	44
Martinsburgh.....	3	6,080 38	1,750	453 75	.....	2,203 75	3,876 63	36
Moundsville.....	3	2,447 02	1,175	.....	.....	1,175 00	1,272 02	48
Parkersburgh.....	2	12,204 10	2,225	2,600 00	1 25	4,826 25	7,377 85	40
Piedmont.....	3	2,691 67	1,400	50 00	.....	1,450 00	1,241 67	54
Wellsburgh.....	3	2,665 42	1,200	.....	.....	1,200 00	1,465 42	45
Weston.....	3	2,374 21	1,275	162 00	.....	1,437 00	937 21	61
Wheeling.....	1	41,507 35	3,000	10,000 00	84 86	20,919 45	20,587 90	50
Total.....	.....	97,492 18	21,850	16,006 04	86 96	45,777 59	51,714 59	47

\* In public building; no rent paid.

WISCONSIN.

Appleton.....	2	\$13,752 26	\$2,400	\$1,500 00	\$774 97	\$4,679 22	\$9,073 04	35
Ashland.....	3	4,593 95	1,475	62 50	.....	1,537 50	3,056 45	33
Augusta.....	3	2,235 77	1,200	.....	.....	1,200 00	1,035 77	54
Baraboo.....	3	6,192 46	1,800	449 32	.....	2,249 32	3,943 14	36
Beaver Dam.....	3	4,856 76	1,775	200 00	76 25	2,051 25	2,805 51	42
Beloit.....	2	10,847 78	2,400	1,000 00	753 00	4,153 00	6,694 78	38
Berlin.....	3	4,965 27	1,750	162 00	.....	1,912 00	3,073 27	38
Black River Falls.....	3	3,864 06	1,650	350 00	.....	2,000 00	1,864 06	52
Boscobel.....	3	2,737 99	1,450	100 00	.....	1,550 00	1,187 99	56
Broadhead.....	3	2,227 52	1,200	100 00	.....	1,300 00	927 52	57
Burlington.....	3	2,213 22	1,200	.....	.....	1,200 00	1,013 22	54
Chippewa Falls.....	2	9,346 48	2,075	1,208 75	356 00	3,639 75	5,706 73	39

REPORT OF THE POSTMASTER-GENERAL.

No. 10.—(Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continue

WISCONSIN—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	(Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Clinton	3	\$2,280 12	\$1,375	\$100 00				\$1,475 00	\$805 12	64
Columbus	3	2,926 31	1,450					1,450 00	1,476 31	50
Cumberland	3	2,298 44	1,075					1,075 00	1,223 44	47
Darlington	3	2,907 88	1,450					1,450 00	1,457 88	50
Delavan	3	3,492 79	1,525					1,525 00	1,967 79	44
De Pere	3	2,507 93	1,250					1,250 00	1,257 93	50
Dodgeville	3	2,125 47	1,125	33 33				1,158 33	967 14	54
Eau Claire	2	20,309 12	2,475	2,850 00	\$1,305 00	\$45 00		6,675 00	13,634 12	32
Elkhorn	3	2,355 19	1,175					1,175 00	1,180 19	50
Evansville	3	2,644 67	1,400					1,400 00	1,244 67	53
Florence	3	2,667 56	1,600					1,600 00	1,067 56	60
Fond du Lac	2	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)
Fort Atkinson	3	4,278 56	1,625	300 00				1,925 00	2,353 56	45
Fort Howard	3	2,619 34	1,200	900 00				2,100 00	519 34	80
Grand Rapids	3	2,216 50	1,175	162 00				1,337 00	879 50	60
Green Bay	2	9,549 56	2,325	1,425 00	417 00			4,167 00	5,382 56	43
Hudson	3	4,771 45	1,600	162 00				1,762 00	3,009 45	37
Janesville	2	17,489 13	2,500	2,792 12	1,211 28			6,503 40	10,985 73	36
Jefferson	3	3,698 50	1,525					1,525 00	2,173 50	41
Kenosha	3	6,502 26	1,950	500 00	67 25			2,517 25	3,985 01	38
Kilbourn City	3	1,990 81	1,075					1,075 00	915 81	54
La Crosse	2	23,991 26	2,650	3,312 50	1,793 08	50 80		7,806 38	16,184 88	32
Lake Geneva	3	3,590 21	1,525	76 00				1,601 00	1,998 21	44
Lancaster	3	2,883 25	1,400	180 00				1,580 00	1,303 25	54
Madison*	2	24,361 23	2,775	6,000 00		14 55	\$3,514 66	12,304 21	12,057 02	51
Manitowoc	3	6,473 86	1,900	324 00				2,224 00	4,249 86	34
Marinette	3	6,174 84	1,850					1,850 00	4,324 84	30
Manston	3	2,151 31	1,225					1,225 00	926 31	56
Menasha	3	3,052 03	1,550	550 00				2,100 00	952 03	68
Menomonee	3	4,797 33	1,675	483 00				2,158 00	2,639 33	44
Merrill	3	3,879 35	1,600	150 00				1,750 00	2,129 35	44
Milwaukee*	1	244,229 95	3,675	35,780 00	988 46	819 02	37,467 39	78,729 87	165,500 08	32
Mineral Point	3	3,228 25	1,550	111 00				1,661 00	1,567 25	51
Monroe	3	4,529 86	1,650	271 50				1,921 50	2,608 36	42
Neenah	3	6,053 18	1,875	300 00	36 75			2,211 75	3,841 43	36
Neillsville	3	3,606 92	1,550	200 00				1,750 00	1,946 92	47
New London	3	2,621 96	1,325	22 50				1,347 50	1,274 46	51
New Richmond	3	2,566 82	1,200					1,200 00	1,366 82	47
North La Crosse	3	1,957 51	1,000					1,000 00	957 51	51
Oconomowoc	3	3,578 12	1,525	300 00				1,825 00	1,753 12	51
Oconto	3	3,915 63	1,650	200 00				1,850 00	2,065 63	47

\*In public building; no rent paid.

Onro .....	3	1,836 28	1,100	76 00	.....	.....	.....	1,176 00	680 23	64
Oshkosh .....	2	20,879 42	2,700	3,600 00	.....	1,618 50	.....	12,751 39	8,128 03	61
Platteville .....	3	3,549 69	1,575	90 00	.....	.....	.....	1,665 00	1,884 69	46
Portage .....	3	5,454 38	1,800	499 25	.....	100 00	.....	2,399 25	3,055 13	44
Prairie du Chlen .....	3	2,954 42	1,450	450 00	.....	.....	.....	1,900 00	1,054 42	64
Racine .....	2	25,420 01	2,850	3,327 73	.....	1,426 01	25 00	11,907 71	13,512 30	40
Reedsburgh .....	3	2,845 55	1,350	.....	.....	.....	.....	1,350 00	1,495 65	40
Richland Centre .....	3	2,591 21	1,200	76 00	.....	.....	.....	1,276 00	1,315 21	45
Ripon .....	3	5,496 21	1,850	575 00	.....	48 50	.....	2,473 50	3,022 71	45
River Falls .....	3	3,285 86	1,500	.....	.....	.....	.....	1,500 00	1,785 86	45
Sheboygan .....	2	8,309 17	2,025	775 00	.....	675 00	.....	3,475 00	4,834 17	41
Sheboygan Falls .....	3	2,289 92	1,225	.....	.....	.....	.....	1,225 00	1,064 92	33
Sparta .....	3	5,025 72	1,750	500 00	.....	.....	.....	2,250 00	2,775 72	44
Steven's Point .....	3	6,461 43	1,850	300 00	.....	.....	.....	2,150 00	4,311 43	33
Stoughton .....	3	3,148 69	1,450	.....	.....	.....	.....	1,450 00	1,698 69	46
Sturgeon Bay .....	3	2,076 80	1,100	200 00	.....	.....	.....	1,300 00	776 80	62
Superior .....	3	2,225 24	1,225	.....	.....	.....	.....	1,225 00	1,000 24	55
Tomah .....	3	2,509 32	1,325	125 00	.....	.....	.....	1,450 00	1,059 32	57
Viroqua .....	3	2,237 06	1,175	162 00	.....	.....	.....	1,337 00	900 66	59
Watertown .....	2	7,732 66	2,050	1,200 00	.....	643 00	4 22	3,897 22	3,835 44	50
Waukesha .....	2	8,007 27	2,000	792 12	.....	125 00	.....	2,917 12	5,090 15	36
Waupaca .....	3	2,724 82	1,375	102 00	.....	.....	.....	1,537 00	1,187 82	63
Waupun .....	3	3,566 65	1,600	.....	.....	.....	.....	1,600 00	1,966 65	45
Wausau .....	3	8,493 39	1,925	650 00	.....	51 35	.....	2,626 35	5,867 04	31
White Water .....	3	6,718 61	1,925	400 00	.....	.....	.....	2,325 00	4,393 61	34
Total .....	.....	671,067 31	127,775	76,577 02	.....	12,466 40	962 84	267,875 77	403,191 54	40

WYOMING.

Cheyenne City .....	2	\$15,286 70	\$2,500	\$2,359 00	.....	\$720 95	.....	\$5,579 95	\$9,708 75	36
Evansston .....	3	3,244 64	1,550	.....	.....	.....	.....	1,550 00	1,694 64	48
Laramie City .....	3	6,345 77	1,900	399 54	.....	100 00	.....	2,399 54	3,946 23	38
Rawlins .....	3	3,025 77	1,375	.....	.....	.....	.....	1,375 00	1,650 77	45
Total .....	.....	27,902 88	7,325	2,758 54	.....	820 95	.....	10,904 49	16,998 39	39

\* Account not adjusted.



No. 11.—Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1884.

## DOMESTIC.

States and Territories.	Balance from last year.	Orders issued.			Orders paid.		Orders repaid.	
		No.	Amount.	Fees.	No.	Amount.	No.	Amount.
Alabama .....	\$22,817 26	126,052	\$2,186,771 02	\$16,231 33	58,196	\$1,086,707 74	1,011	\$13,834 81
Arizona .....	14,105 81	18,896	532,507 49	3,210 25	4,211	153,509 53	200	7,182 26
Arkansas .....	27,473 88	110,944	2,337,815 88	16,338 94	51,631	1,112,091 46	1,255	18,383 57
California .....	62,277 47	310,277	5,491,489 51	40,340 05	258,503	5,770,957 74	2,237	37,290 78
Colorado .....	51,140 84	138,383	2,478,673 62	17,931 91	75,180	1,621,173 71	1,120	21,094 63
Connecticut .....	6,622 26	93,852	1,278,000 20	10,578 53	107,210	1,326,136 79	561	6,803 56
Dakota .....	14,778 30	64,008	982,727 99	7,679 84	25,646	620,637 47	623	10,226 89
Delaware .....	1,421 41	12,006	165,148 88	1,865 29	7,300	116,057 61	76	1,038 67
Dist. Columbia .....	4,131 88	33,689	567,483 52	4,172 97	70,385	819,193 68	238	3,474 07
Florida .....	18,437 11	63,893	1,217,749 66	8,614 48	32,501	769,670 69	672	14,853 44
Georgia .....	26,249 77	150,230	2,489,449 89	18,827 87	123,140	2,149,077 72	1,177	15,531 51
Idaho .....	17,253 48	24,968	689,434 25	4,217 82	5,115	211,758 39	209	4,244 11
Illinois .....	97,858 13	643,799	8,691,686 33	72,666 61	963,990	12,074,723 49	4,895	67,619 01
Indiana .....	28,573 27	321,988	4,161,752 42	35,663 51	241,181	3,644,989 26	2,359	26,967 38
Indian Ter. ....	906 34	6,573	168,268 58	1,060 92	805	18,452 80	52	830 92
Iowa .....	54,817 64	438,203	5,687,766 50	48,862 33	312,670	4,833,370 47	3,281	40,642 62
Kansas .....	44,703 57	385,251	5,619,325 67	45,493 90	189,330	3,582,436 09	4,443	48,899 72
Kentucky .....	12,362 02	121,590	1,780,876 42	14,392 59	147,258	2,575,450 75	1,003	11,703 06
Louisiana .....	96,171 91	110,773	2,581,274 87	16,810 82	119,082	2,576,762 35	843	18,639 08
Maine .....	14,330 18	82,652	1,399,613 54	10,374 54	83,179	1,403,623 37	414	6,212 30
Maryland .....	7,234 85	65,389	1,021,320 14	7,879 26	105,535	1,883,158 23	436	7,846 60
Massachusetts .....	25,295 43	221,161	3,246,244 84	25,746 38	435,607	4,747,266 20	1,228	19,112 57
Michigan .....	48,212 23	870,338	5,195,416 16	42,446 05	285,686	4,415,538 26	2,762	34,774 94
Minnesota .....	27,468 51	191,548	2,710,609 79	22,201 96	128,111	2,211,769 78	1,514	20,435 33
Mississippi .....	28,570 56	144,733	2,531,213 01	18,857 38	48,639	821,337 85	1,144	14,195 51
Missouri .....	107,448 22	340,304	4,947,654 33	39,922 64	468,371	8,274,533 10	2,898	39,695 45
Montana .....	25,670 94	34,373	769,099 54	5,121 43	8,815	258,713 85	324	6,775 23
Nebraska .....	34,088 36	158,725	2,225,750 24	18,317 41	85,683	1,647,175 15	1,493	20,620 57
Nevada .....	9,447 34	39,810	952,609 70	6,125 95	9,391	257,564 04	236	5,362 74
N. Hampshire .....	4,789 90	48,592	665,260 81	5,479 75	34,864	577,734 72	245	2,837 55
New Jersey .....	8,677 76	84,581	1,307,897 34	10,154 87	72,670	1,594,765 19	527	6,920 41
New Mexico .....	12,094 86	23,059	414,859 77	2,983 00	6,773	165,154 80	197	3,859 06
New York .....	53,844 77	524,635	8,047,193 38	62,507 98	1,259,887	15,407,768 52	3,741	62,783 64
North Carolina .....	21,065 88	116,485	1,937,558 68	14,705 15	52,548	923,947 98	861	10,424 19
Ohio .....	49,760 20	487,680	6,162,171 25	53,313 22	563,417	7,701,097 90	3,385	40,938 49
Oregon .....	100,279 66	85,190	2,050,495 21	13,304 89	48,475	1,451,995 64	744	17,340 07
Pennsylvania .....	53,637 15	388,664	5,605,863 59	45,114 32	477,539	6,406,927 42	2,647	38,884 40
Rhode Island .....	3,239 63	31,197	441,563 83	3,586 36	21,741	346,635 66	164	1,931 55
South Carolina .....	20,437 44	86,173	1,390,889 64	10,665 68	40,001	680,504 21	554	7,117 11
Tennessee .....	28,546 96	145,557	2,555,315 15	18,896 70	134,786	2,636,848 64	1,092	15,187 48
Texas .....	119,724 89	417,303	8,376,790 30	58,285 48	228,152	5,281,526 42	3,835	59,544 34
Utah .....	26,327 12	22,912	451,062 44	3,139 93	24,960	384,146 78	143	2,207 00
Vermont .....	5,228 61	48,360	640,571 88	5,406 58	36,297	569,363 18	301	4,004 80
Virginia .....	22,313 71	102,057	1,544,959 51	12,224 29	80,090	1,536,872 44	730	8,776 85
Washington .....	15,238 32	48,619	1,142,203 74	7,472 01	17,202	570,661 03	482	9,796 34
West Virginia .....	7,278 39	44,509	631,901 89	5,157 28	21,811	367,679 38	278	3,220 11
Wisconsin .....	45,599 53	282,511	4,327,001 64	33,924 46	199,165	3,386,129 35	1,895	26,673 10
Wyoming .....	5,921 61	17,204	323,367 92	2,290 88	8,978	88,160 20	134	2,648 53
Total .....	1,533,894 86	7,835,694	122,121,261 98	950,065 79	7,781,716	121,101,697 03	60,659	869,385 77



No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

## POSTAL NOTE.

States and Territories.	Postal notes issued.			Postal notes paid.		Postal notes re-paid.	
	No.	Amount.	Fees.	No.	Amount.	No.	Amount.
Alabama .....	39,690	\$84,875 07	\$1,217 25	14,488	\$33,942 45	510	\$1,048 76
Arizona .....	5,602	12,856 45	168 09	721	1,841 97	103	262 68
Arkansas .....	40,420	81,129 23	1,204 71	13,970	31,401 89	594	1,198 07
California .....	96,130	207,380 85	2,885 70	68,093	160,239 31	1,244	2,731 81
Colorado .....	41,502	87,094 33	1,245 27	18,702	43,444 05	589	1,282 00
Connecticut .....	52,548	101,542 47	1,571 55	75,776	115,132 29	597	1,158 90
Dakota .....	37,827	76,312 39	1,136 37	8,157	17,053 04	580	1,127 52
Delaware .....	7,044	14,056 60	211 47	2,846	6,684 65	63	131 36
District of Columbia ..	14,105	32,795 75	447 60	42,982	72,341 59	275	575 73
Florida .....	23,796	47,263 06	684 51	9,446	20,532 87	341	664 20
Georgia .....	55,006	119,337 03	1,685 04	38,148	86,803 10	853	1,835 18
Idaho .....	5,030	10,971 13	156 96	989	2,421 98	67	141 38
Illinois .....	295,755	594,329 00	8,881 02	488,919	976,506 56	3,695	7,716 79
Indiana .....	150,226	303,581 68	4,508 79	86,480	189,529 51	1,845	3,631 94
Indian Territory .....	3,008	6,545 49	90 27	295	692 60	43	97 30
Iowa .....	279,461	565,796 68	8,744 67	137,667	298,111 76	3,746	7,396 11
Kansas .....	186,604	362,217 29	5,603 98	85,609	143,732 36	2,792	5,555 29
Kentucky .....	38,014	75,844 00	1,141 41	47,493	95,717 09	486	939 27
Louisiana .....	22,538	46,875 01	676 62	37,075	77,740 84	347	843 33
Maine .....	49,273	97,425 18	1,479 42	37,730	72,759 06	412	756 97
Maryland .....	35,180	74,144 13	1,064 69	40,052	90,993 89	418	810 63
Massachusetts .....	119,059	237,512 85	3,579 36	94,691	504,141 16	1,640	3,252 03
Michigan .....	194,111	395,856 27	5,827 48	128,458	273,086 87	2,253	4,953 11
Minnesota .....	90,471	177,764 48	2,716 04	48,877	106,871 78	1,277	2,483 35
Mississippi .....	42,427	85,701 76	1,275 15	12,081	27,791 03	529	1,100 84
Missouri .....	142,703	287,814 42	4,315 50	140,250	365,424 33	2,060	4,083 89
Montana .....	15,125	32,488 20	454 44	3,136	7,494 13	249	545 29
Nebraska .....	97,285	191,182 49	2,920 59	35,447	78,858 21	1,375	2,840 30
Nevada .....	9,152	20,806 06	274 77	1,615	4,126 64	102	216 55
New Hampshire .....	40,117	80,906 79	1,206 54	17,953	39,906 66	398	791 02
New Jersey .....	40,020	76,656 28	1,200 99	28,701	56,961 94	487	940 93
New Mexico .....	8,678	19,689 94	260 16	1,916	4,541 54	125	265 19
New York .....	307,320	626,975 19	9,227 85	753,484	1,420,882 25	4,085	8,276 94
North Carolina .....	53,553	112,529 08	1,606 89	20,734	48,151 27	766	1,668 41
Ohio .....	278,999	563,670 72	8,873 81	294,453	587,679 13	3,231	6,520 60
Oregon .....	24,069	48,359 31	722 70	10,266	23,875 91	339	747 07
Pennsylvania .....	272,407	487,486 46	7,277 68	258,876	523,441 24	3,442	7,442 80
Rhode Island .....	14,333	28,946 96	430 08	9,607	20,402 71	275	575 33
South Carolina .....	30,504	66,344 62	915 45	12,794	31,142 74	390	871 14
Tennessee .....	44,310	89,524 67	1,330 83	34,201	74,437 08	519	997 84
Texas .....	109,589	218,077 11	3,289 94	49,999	110,800 42	1,787	3,449 60
Utah .....	7,407	16,250 36	222 30	3,199	7,410 44	73	203 96
Vermont .....	43,045	86,453 11	1,292 22	21,184	44,100 71	461	929 85
Virginia .....	50,614	103,872 33	1,520 10	29,310	66,378 38	599	1,253 95
Washington Territory ..	14,043	28,510 51	421 59	3,706	8,533 33	274	605 12
West Virginia .....	24,710	49,370 18	741 57	8,360	19,270 79	313	663 97
Wisconsin .....	130,040	267,265 35	3,905 94	70,760	159,914 76	1,455	2,982 16
Wyoming .....	5,582	11,604 16	167 52	1,118	2,630 61	53	121 84
Total .....	3,689,237	7,411,992 48	110,282 88	3,350,814	7,155,379 52	48,102	98,746 42

No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

## INTERNATIONAL.

States and Territories.	Orders issued.			Orders paid.		Orders repaid.	
	No.	Amount.	Fees.	No.	Amount.	No.	Amount.
Alabama .....	1, 828	\$28, 568 18	\$537 85	175	\$4, 984 57	3	\$89 00
Arizona .....	496	12, 264 31	242 90	44	1, 740 69	3	24 15
Arkansas .....	687	10, 809 10	216 20	510	15, 688 18	2	69 25
California .....	20, 167	405, 115 79	8, 067 05	7, 841	200, 148 65	75	1, 314 79
Colorado .....	10, 905	271, 844 85	6, 192 60	907	26, 640 11	48	1, 005 31
Connecticut .....	12, 381	171, 987 68	4, 115 10	4, 008	50, 555 84	52	907 73
Dakota .....	2, 084	44, 288 58	969 20	1, 626	56, 390 14	11	186 40
Delaware .....	1, 086	16, 837 48	387 50	164	3, 438 12	5	31 58
District of Columbia .....	2, 618	41, 470 51	905 25	1, 487	19, 513 98	6	138 32
Florida .....	840	19, 678 41	381 40	294	7, 194 20	5	79 26
Georgia .....	1, 919	43, 033 82	839 10	236	5, 639 94	10	141 88
Idaho .....	447	12, 609 04	259 40	71	2, 767 48	3	52 00
Illinois .....	47, 633	774, 064 54	16, 356 30	15, 497	329, 206 35	207	3, 415 52
Indiana .....	5, 935	82, 321 47	1, 816 70	2, 045	49, 444 70	32	500 22
Indian Ter. ....							
Iowa .....	5, 918	82, 865 20	1, 888 10	3, 350	106, 953 33	43	678 21
Kansas .....	2, 860	42, 058 62	974 55	1, 255	38, 061 35	30	473 45
Kentucky .....	2, 874	46, 395 85	990 15	773	18, 340 15	10	109 19
Louisiana .....	5, 677	131, 972 03	2, 292 10	1, 111	24, 692 50	18	291 69
Maine .....	4, 424	84, 914 37	1, 772 75	3, 195	47, 043 02	13	255 22
Maryland .....	6, 014	87, 637 56	1, 907 30	1, 855	38, 246 35	27	275 31
Massachusetts .....	41, 791	642, 037 49	14, 772 30	15, 843	235, 922 99	137	1, 821 39
Michigan .....	18, 984	291, 720 50	6, 294 75	8, 707	199, 181 24	141	1, 883 92
Minnesota .....	7, 891	144, 495 64	2, 924 50	4, 511	141, 944 86	50	1, 016 01
Mississippi .....	831	6, 887 78	136 25	69	1, 882 16	6	45 34
Missouri .....	12, 468	228, 518 60	4, 704 55	3, 924	103, 634 50	49	669 62
Montana .....	3, 110	79, 721 80	1, 710 70	193	7, 035 23	6	81 57
Nebraska .....	2, 332	85, 728 99	724 20	1, 651	57, 516 11	15	163 02
Nevada .....	1, 248	27, 370 36	575 80	116	3, 848 69	6	140 99
New Hampshire .....	2, 613	32, 981 60	867 85	464	7, 979 96	10	195 30
New Jersey .....	21, 797	292, 257 15	7, 087 25	5, 060	108, 859 99	98	1, 477 82
New Mexico .....	282	6, 886 07	181 65	60	2, 109 71	3	49 00
New York .....	117, 793	1, 735, 337 26	39, 332 85	56, 940	881, 001 51	489	6, 595 77
North Carolina .....	740	18, 803 12	347 40	113	2, 684 07		
Ohio .....	24, 856	362, 483 18	8, 296 10	7, 578	163, 197 84	131	1, 613 94
Oregon .....	3, 003	71, 392 14	1, 368 85	1, 030	80, 956 99	15	420 31
Pennsylvania .....	46, 640	700, 549 42	16, 621 65	12, 611	228, 883 14	149	1, 973 52
Rhode Island .....	6, 453	89, 649 75	2, 318 55	1, 182	21, 921 96	19	570 00
South Carolina .....	999	27, 064 72	509 15	107	2, 531 18	6	40 98
Tennessee .....	1, 888	32, 291 79	701 45	292	7, 040 14	9	170 48
Texas .....	6, 211	122, 240 18	2, 482 50	2, 235	70, 771 88	52	1, 270 62
Utah .....	1, 647	23, 301 17	626 40	156	7, 460 42	11	163 84
Vermont .....	1, 658	25, 806 63	638 85	704	13, 616 48	6	85 66
Virginia .....	1, 855	34, 151 64	727 05	589	11, 609 10	9	163 30
Washington Territory .....	1, 355	32, 943 96	612 80	498	16, 641 50	12	299 12
West Virginia .....	843	11, 447 45	279 20	202	4, 996 98	3	36 00
Wisconsin .....	12, 280	188, 193 55	3, 811 05	5, 171	155, 946 00	121	2, 550 88
Wyoming .....	787	16, 277 80	882 20	50	1, 655 05	1	7 28
Total .....	478, 148	7, 688, 776 58	170, 102 35	175, 350	3, 587, 539 33	2, 157	33, 524 64

No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

States and Territories.	No. of certifi- cates of deposit.	Deposits received from postmasters.	Drafts on postmasters at New York, N. Y.	Trans- ferred from post- age fund.	Gain.	Pre- mium.	Balance due postmas- ter.
Alabama .....	9,384	\$1,101,052 07	\$87,105 00	\$8,230 19	\$22 48	.....	\$365 11
Arizona .....	.....	8,180 00	.....	.....	.....	.....	2 65
Arkansas .....	8,757	1,100,818 00	90,065 00	2,093 58	1 67	\$21 20	36 23
California .....	17,195	3,963,688 36	18,000 00	56,897 25	1 60	.....	134 70
Colorado .....	7,222	1,444,380 00	36,403 00	7,070 23	3 48	.....	48 81
Connecticut .....	4,211	425,505 00	121,399 00	9,648 72	100 00	.....	354 39
Dakota .....	914	104,597 97	102,775 00	19,132 27	.....	40	410 21
Delaware .....	.....	.....	6,125 00	1,569 44	.....	.....	4 99
District of Columbia .....	4,211	1,481,314 86	.....	.....	.....	.....	.....
Florida .....	1,982	240,071 00	25,039 75	2,179 98	.....	.....	349 89
Georgia .....	19,852	2,048,678 28	250,870 00	2,159 55	.....	.....	268 69
Idaho .....	227	74,710 00	1,855 00	477 16	.....	.....	.....
Illinois .....	70,976	8,777,122 83	1,299,730 97	88,323 84	3 36	5 70	664 18
Indiana .....	17,374	1,375,000 00	642,014 00	13,374 12	.....	.....	821 57
Indian Ter .....	.....	.....	775 00	126 72	.....	.....	10 06
Iowa .....	28,440	1,845,860 41	1,216,968 00	39,590 06	95	.....	1,013 40
Kansas .....	5,434	598,748 61	636,190 00	22,009 32	3 58	.....	963 40
Kentucky .....	7,828	806,535 27	879,569 00	18,450 15	24	3 75	8 82
Louisiana .....	15,559	4,951,790 23	2,210 00	315 10	.....	.....	66 98
Maine .....	7,678	845,290 00	100,417 00	9,945 55	.....	.....	47 87
Maryland .....	7,985	1,144,181 00	397,460 00	4,443 00	.....	.....	25 20
Massachusetts .....	16,281	1,795,428 52	627,607 00	153,921 69	.....	.....	1,183 75
Michigan .....	24,548	2,138,019 00	737,890 00	33,262 98	.....	.....	874 85
Minnesota .....	40,119	1,757,204 00	296,564 09	16,130 28	95	.....	167 01
Mississippi .....	.....	23 65	64,465 17	2,353 65	2 65	.....	167 75
Missouri .....	75,716	10,930,434 19	165,567 50	40,515 21	06	.....	500 68
Montana .....	2,417	533,883 00	1,100 00	1,070 00	.....	.....	10 61
Nebraska .....	14,328	1,762,591 91	172,515 00	34,370 79	.....	.....	275 68
Nevada .....	.....	.....	.....	95 85	.....	.....	.....
New Hampshire .....	.....	.....	127,940 00	6,783 00	.....	.....	108 22
New Jersey .....	926	87,785 50	581,009 00	22,080 50	.....	.....	144 75
New Mexico .....	2,685	346,526 48	565 00	570 00	01	.....	19 04
New York .....	46,958	31,599,550 38	1,318,119 00	76,784 60	205 19	.....	714 29
North Carolina .....	3,043	279,654 00	128,600 00	3,009 67	95	.....	224 67
Ohio .....	44,310	3,539,489 85	998,167 00	64,734 46	8 06	.....	1,019 27
Oregon .....	9,119	1,915,643 72	.....	5,228 00	.....	.....	53 68
Pennsylvania .....	36,892	4,480,163 41	505,311 10	42,705 78	2 67	.....	204 40
Rhode Island .....	1,804	133,296 06	4,530 00	4,812 00	.....	.....	26 50
South Carolina .....	6,786	795,595 00	33,690 00	1,259 01	1 68	.....	46 32
Tennessee .....	16,715	1,996,429 10	92,060 84	17,194 82	95	.....	353 63
Texas .....	28,805	5,110,701 18	382,840 00	24,215 31	20 00	2 00	256 19
Utah .....	2,118	332,760 53	68,225 00	.....	.....	.....	.....
Vermont .....	.....	.....	144,315 00	7,375 34	.....	.....	408 72
Virginia .....	14,065	1,604,423 40	309,210 00	10,395 76	.....	.....	358 82
Washington .....	.....	.....	22,131 00	84 50	.....	.....	97 54
West Virginia .....	.....	.....	81,395 00	2,025 16	.....	.....	58 03
Wisconsin .....	23,500	2,568,429 53	235,692 00	27,695 32	.....	.....	924 01
Wyoming .....	.....	.....	.....	28 89	.....	.....	.....
<b>Total .....</b>	<b>645,864</b>	<b>105,890,551 30</b>	<b>13,014,879 42</b>	<b>904,238 80</b>	<b>380 55</b>	<b>33 05</b>	<b>12,740 06</b>

No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

States and Territories.	Drafts paid by postmaster at New York, N. Y.	Deposited at first-class offices.	Transferred to postage fund.	Loss.	Expenses.
Alabama.....		\$2,359,559 00	\$604 92		\$54 25
Arizona.....		392,481 00	1,212 58	\$323 38	
Arkansas.....		2,443,278 24	79 16		931 00
California.....		3,976,446 36	183 90	189 63	2,785 41
Colorado.....		2,627,413 54	282 40	458 87	30 25
Connecticut.....		605,805 00		321 17	5,847 11
Dakota.....		628,475 90	900 34		50
Delaware.....		75,679 25	66 44		4 50
District of Columbia.....		1,115,818 31			51,531 37
Florida.....		740,527 85	87 95	3,753 91	245 51
Georgia.....		2,693,919 33	195 46		573 91
Idaho.....		573,023 21			839 30
Illinois.....		6,738,952 28	36,557 29	1,559 70	3,160 12
Indiana.....		2,671,016 58	912 80	429 50	319 75
Indian Ter.....		155,543 50	54 78		
Iowa.....		4,154,369 16	841 63	242 88	4,854 02
Kansas.....		3,471,298 51	57 22	400 61	485 20
Kentucky.....		907,151 13		184 80	24 46
Louisiana.....		4,985,359 42		969 80	50 50
Maine.....		1,010,866 00	350 00		64 43
Maryland.....		710,136 00	172 65	13	127 58
Massachusetts.....		1,201,377 00	1,309 93	737 62	411 20
Michigan.....		3,880,175 00	667 65	790 15	63 15
Minnesota.....		2,621,363 79	196 95	210 24	79 97
Mississippi.....		1,830,084 57	315 00		24 45
Missouri.....		7,725,941 10	480 53	426 27	343 46
Montana.....		1,187,970 39	31 00		56 85
Nebraska.....		2,614,096 00	5,184 12	184 49	77 70
Nevada.....		734,083 00	75 85		
New Hampshire.....		286,188 00	150 00	165 48	10 42
New Jersey.....		555,437 37		41 23	2 22
New Mexico.....		614,840 88		53 95	10 00
New York.....	\$12,989,226 50	11,548,572 41	1,029,090 09	591 16	46,763 89
North Carolina.....		1,494,869 08	108 00	23 00	1,530 99
Ohio.....		3,204,442 27	628 47	739 43	2,716 06
Oregon.....		2,604,939 74		986 73	354 35
Pennsylvania.....		4,614,930 76	1,508 96	275 96	7,968 25
Rhode Island.....		812,286 00			11 78
South Carolina.....		1,600,540 39	43 00		13 31
Tennessee.....		2,040,494 40	15,101 87	252 60	75 15
Texas.....		8,690,919 37	8 52	1,859 09	5,176 40
Utah.....		508,261 30			306 74
Vermont.....		273,206 27	506 66		2 00
Virginia.....		1,990,893 13	214 28	68	272 48
Washington.....		629,512 98			1 96
West Virginia.....		383,448 00		56 77	27 70
Wisconsin.....		3,896,292 63	122 00	385 81	127 91
Wyoming.....		256,773 00			3 00
Total.....	12,989,226 50	110,284,058 40	1,098,301 90	16,614 51	138,372 88

No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

States and Territories.	Commis- sions on postal notes.	Commis- sions on money- orders.	Clerk hire.	Balance due United States.	Miscella- neous items.
Alabama .....	\$444 07	\$5,603 32	\$1,749 66	\$27,066 64	\$33 62
Arizona .....	61 39	834 65	.....	24,062 89	78
Arkansas .....	404 40	4,941 14	1,870 00	38,153 78	32 93
California .....	984 90	11,772 55	11,070 92	79,590 49	71 11
Colorado .....	401 60	5,425 69	2,981 54	49,825 58	69 66
Connecticut .....	625 54	4,185 61	3,645 00	10,234 60	66 64
Dakota .....	407 56	3,128 99	.....	16,073 48	200 34
Delaware .....	56 62	434 62	837 50	3,167 69	.....
District of Columbia .....	.....	.....	4,422 95	5,711 84	.....
Florida .....	287 12	3,437 26	.....	19,087 80	27 19
Georgia .....	596 45	6,238 69	4,817 50	30,778 94	289 45
Idaho .....	59 42	1,086 00	.....	15,516 97	34 00
Illinois .....	3,477 35	29,062 28	35,680 26	112,950 54	1,105 27
Indiana .....	1,812 91	15,490 43	4,750 00	39,385 69	246 86
Indian Territory .....	32 27	259 98	.....	1,819 23	.....
Iowa .....	3,873 93	20,976 00	6,696 60	69,282 35	2,384 27
Kansas .....	2,229 18	19,465 72	1,049 41	63,709 34	419 04
Kentucky .....	426 85	5,271 30	4,946 96	16,166 69	77 37
Louisiana .....	181 30	3,486 01	5,676 65	135,721 36	31 84
Maine .....	559 48	4,247 84	3,232 46	15,484 99	155 26
Maryland .....	305 83	2,093 35	4,324 06	9,168 07	38 95
Massachusetts .....	1,177 99	8,880 63	18,024 75	29,610 12	234 08
Michigan .....	2,272 28	18,269 73	7,626 32	56,139 84	397 81
Minnesota .....	951 12	7,838 40	4,320 00	38,634 70	150 97
Mississippi .....	514 76	6,856 13	.....	35,317 82	189 40
Missouri .....	1,491 80	13,017 88	19,807 04	107,224 89	622 06
Montana .....	175 69	1,767 99	.....	30,290 99	2 45
Nebraska .....	1,048 22	7,181 39	2,423 75	41,062 05	94 58
Nevada .....	95 17	1,670 96	.....	10,121 20	.....
New Hampshire .....	521 59	2,960 48	.....	6,640 64	242 64
New Jersey .....	472 63	4,803 51	1,758 00	11,930 59	489 46
New Mexico .....	88 98	1,024 84	.....	12,588 03	.....
New York .....	2,868 97	18,755 05	37,065 19	62,042 57	2,508 28
North Carolina .....	678 52	5,962 37	.....	28,008 66	48 95
Ohio .....	3,042 62	21,394 94	19,783 85	56,690 80	1,000 81
Oregon .....	245 31	3,671 95	1,436 25	69,775 80	102 04
Pennsylvania .....	2,616 81	17,625 34	17,526 43	74,090 55	842 05
Rhode Island .....	86 60	839 11	1,305 00	3,772 08	56 94
South Carolina .....	325 34	3,439 76	1,890 00	19,329 17	130 38
Tennessee .....	465 28	6,387 63	5,378 99	29,545 22	264 59
Texas .....	1,218 04	18,519 63	6,021 25	167,869 74	924 71
Utah .....	51 49	718 00	200 00	10,779 78	3 48
Vermont .....	586 78	3,046 85	800 00	7,156 17	91 53
Virginia .....	555 09	4,693 68	2,559 00	19,768 19	147 06
Washington .....	168 13	2,387 45	.....	11,076 78	32 21
West Virginia .....	269 16	1,979 86	401 25	7,475 70	128 48
Wisconsin .....	1,504 13	18,834 68	4,792 50	50,529 60	656 87
Wyoming .....	63 60	776 06	.....	7,172 92	26 89
Total .....	40,278 77	345,925 23	299,871 04	1,787,103 46	14,675 25

No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	Canada.			Great Britain and Ireland.			Germany.		
	Orders issued.			Orders issued.			Orders issued.		
	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama .....	144	\$3,956 21	\$64 50	547	\$3,776 10	\$240 75	490	\$9,239 02	\$159 25
Arizona .....	79	2,142 15	34 45	218	6,024 26	189 10	122	2,537 30	42 20
Arkansas .....	59	924 92	16 85	140	2,649 12	68 75	386	5,941 22	106 05
California .....	2,444	61,916 60	1,018 00	7,270	125,042 50	3,879 55	7,478	156,301 61	2,632 43
Colorado .....	1,002	27,401 87	442 75	9,321	203,846 94	5,082 85	1,154	25,619 08	428 40
Connecticut .....	879	16,307 91	235 15	6,867	79,074 48	2,475 20	2,885	40,718 22	763 85
Dakota .....	587	11,354 17	200 60	1,171	24,994 21	631 80	336	6,802 10	118 40
Delaware .....	28	578 21	10 40	617	7,826 13	228 60	232	2,916 79	56 40
Dist. of Columbia .....	220	4,062 21	70 95	992	13,089 11	403 05	929	16,181 91	282 90
Florida .....	148	3,141 20	54 00	304	7,019 71	171 55	242	4,941 02	84 00
Georgia .....	294	7,280 35	118 80	680	13,483 77	346 85	811	19,308 51	324 00
Idaho .....	29	945 29	15 65	262	7,439 42	175 30	119	3,117 12	50 95
Illinois .....	3,319	55,496 52	1,020 45	16,299	240,549 52	6,343 80	20,998	307,844 66	5,715 45
Indiana .....	356	4,230 11	91 65	1,855	23,327 00	698 75	3,298	44,982 75	861 25
Iowa .....	499	6,780 26	139 60	2,203	29,010 98	866 10	2,857	40,346 16	764 25
Kansas .....	257	3,563 39	71 30	1,297	18,035 17	529 15	1,124	16,791 54	310 05
Kentucky .....	204	2,857 32	56 30	981	16,045 48	440 40	1,296	19,622 90	359 85
Louisiana .....	259	6,218 05	102 95	726	12,584 30	335 20	1,139	22,596 49	388 05
Maine .....	2,029	42,179 93	713 45	1,956	33,124 03	890 80	254	4,970 73	86 30
Maryland .....	263	4,822 77	86 65	1,809	25,246 56	749 15	2,202	43,798 44	829 35
Massachusetts .....	10,496	203,804 81	3,495 15	22,841	276,358 33	8,472 90	4,665	77,115 99	1,390 85
Michigan .....	5,612	103,711 80	1,833 75	6,460	84,744 79	2,540 10	6,042	83,168 06	1,585 60
Minnesota .....	2,240	50,921 37	854 75	2,421	42,992 14	1,144 70	2,815	41,643 26	772 55
Mississippi .....	44	737 10	14 40	108	2,027 83	53 80	110	2,255 51	38 25
Missouri .....	545	8,809 29	163 65	4,571	73,065 17	2,021 55	5,254	90,607 35	1,610 75
Montana .....	533	15,327 75	245 70	2,158	52,983 33	1,280 45	239	5,728 19	95 35
Nebraska .....	225	3,180 17	64 10	843	12,257 62	353 10	1,187	18,912 30	342 55
Nevada .....	238	6,693 47	108 15	708	12,396 27	335 95	213	6,327 20	99 30
New Hampshire .....	577	9,313 68	173 45	1,726	19,952 00	619 60	284	3,234 64	66 00
New Jersey .....	668	13,644 19	233 65	11,800	137,964 34	4,277 55	7,717	108,242 34	2,026 90
New Mexico .....	23	679 61	11 25	109	1,874 84	51 55	89	2,472 19	39 45
New York .....	6,562	119,570 22	2,114 05	53,441	682,948 85	20,444 40	45,725	687,951 27	12,630 05
North Carolina .....	51	977 65	17 25	208	3,699 38	102 75	455	13,477 99	216 60
Ohio .....	1,657	24,968 70	467 45	10,982	143,304 92	4,292 75	9,988	147,139 30	2,728 00
Oregon .....	491	12,509 79	207 35	1,042	22,053 36	559 20	1,062	25,236 57	417 20
Pennsylvania .....	1,962	35,050 90	631 25	26,754	332,843 81	10,173 70	11,595	166,245 58	3,123 05
Rhode Island .....	756	12,652 04	227 55	4,591	58,894 35	1,761 45	655	9,244 46	172 05
South Carolina .....	32	855 25	18 95	340	9,048 69	214 70	551	15,083 56	245 65
Tennessee .....	115	1,724 74	32 45	844	12,833 44	363 60	477	8,143 83	146 25
Texas .....	277	5,721 49	99 70	1,962	37,604 35	973 10	2,972	55,204 72	967 30
Utah .....	61	890 11	17 25	1,844	16,877 96	515 40	168	3,522 92	60 05
Vermont .....	392	5,278 46	111 95	1,042	16,458 08	454 55	166	3,092 41	55 05
Virginia .....	290	4,896 92	92 45	762	12,954 27	355 85	549	10,745 56	185 95
Washington .....	461	11,678 98	190 75	424	8,376 53	213 15	382	10,891 65	167 20
West Virginia .....	29	494 55	8 85	439	5,871 81	173 65	296	3,799 35	73 80
Wisconsin .....	1,595	39,830 59	667 00	2,260	34,931 84	978 10	7,463	96,994 58	1,873 95
Wyoming .....	66	1,462 70	25 50	611	12,693 32	321 40	94	1,743 27	29 15
Total .....	49,077	961,600 27	16,737 20	216,304	3,024,700 41	87,743 70	160,567	2,492,307 62	45,525 45

issued, paid, and repaid, and fees collected, during the fiscal year ended June 30, 1884.

Switzerland.			Italy.			France.			Jamaica.		
Orders issued.			Orders issued.			Orders issued.			Orders issued.		
Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
18	\$421 66	\$6 90	96	\$3,720 44	\$57 30	41	\$447 00	\$8 85			
4	95 00	1 50	27	782 00	11 70	42	618 62	11 55	2	\$19 98	\$0 40
63	610 04	12 55	27	529 00	9 30	6	63 88	1 05			
864	19,047 16	312 45	929	22,062 69	359 25	805	12,230 47	219 55	27	459 51	8 55
144	2,019 13	49 80	315	10,291 62	158 95	67	1,014 72	18 30			
192	2,565 22	47 70	1,410	30,963 92	501 90	122	1,798 87	32 10			
10	514 10	8 55	18	618 00	9 90	2	5 00	80	1	1 00	15
112	2,986 59	51 15	90	2,474 39	39 75	6	50 45	1 05			
88	2,105 49	35 85	145	2,253 26	41 55	205	3,159 03	59 25	2	16 01	30
7	248 76	3 75	95	3,322 12	51 30	43	995 60	16 65			
26	641 77	10 75	50	1,395 80	23 20	48	706 15	12 90	2	55 00	90
13	304 78	5 85	8	330 00	4 95	14	393 26	6 00			
2,541	45,125 49	793 90	3,912	115,876 87	1,809 20	442	7,357 40	134 10	1	8 89	15
220	4,511 65	77 80	113	3,707 96	58 30	77	1,299 09	24 00			
212	4,505 70	77 20	40	1,020 80	16 80	73	928 42	18 90	5	118 67	2 40
99	1,802 96	31 90	29	638 81	10 65	28	538 17	9 60	8	47 96	90
182	3,938 39	64 95	122	2,893 42	46 80	83	917 43	19 65	1	3 41	25
117	3,017 89	48 45	2,829	77,492 45	1,240 00	570	9,290 22	165 75			
9	231 60	4 00	76	2,619 64	42 10	63	1,276 14	22 80	5	78 99	1 50
132	2,432 56	42 90	434	8,506 73	145 80	132	1,891 20	36 45			
411	9,238 11	154 40	2,666	65,140 33	1,057 35	580	7,840 65	154 65	7	175 23	3 95
271	5,170 82	89 10	432	12,965 49	206 25	123	1,349 09	27 55	2	92 29	1 50
153	2,566 38	44 85	142	3,968 93	66 40	107	2,168 08	37 50			
4	130 00	2 10	49	1,512 37	24 00	17	205 49	3 90			
731	15,013 98	253 60	1,136	37,385 72	585 75	186	2,728 89	51 45	1	9 74	15
10	212 90	3 30	152	5,084 33	79 75	16	349 30	5 55			
31	633 36	10 70	24	464 78	8 20	18	177 80	3 75			
15	245 70	4 05	70	1,580 24	25 95	8	107 48	2 10			
7	150 00	2 55	6	108 71	1 95	10	200 93	3 85			
493	8,724 14	151 10	690	16,212 55	265 35	366	6,188 18	110 35	2	9 87	40
7	280 00	4 20	47	1,523 74	24 00	7	55 69	1 20			
4,148	77,606 54	1,330 20	4,224	109,889 12	1,757 20	3,174	47,805 53	884 70	52	1,194 14	20 65
5	123 66	2 10	11	382 59	6 00	10	141 85	2 70			
1,142	19,700 14	351 00	802	22,847 06	371 25	238	3,898 47	71 35	8	68 01	1 35
121	2,718 89	44 85	156	5,002 65	78 30	41	581 39	10 20			
1,212	27,830 50	468 55	4,469	128,113 56	2,021 85	494	7,299 72	136 65	8	234 51	4 00
87	1,927 56	32 40	218	4,298 88	72 55	118	1,951 73	34 80			
2	51 19	90	44	1,555 22	24 90	28	370 81	7 35	2	100 00	1 50
226	4,410 22	73 80	169	3,617 88	59 55	53	1,882 67	23 10			
300	6,846 18	116 25	475	12,984 83	206 70	200	3,497 62	62 35	8	76 89	1 65
18	184 72	4 35	21	634 02	10 05	14	322 80	5 25			
16	269 93	4 85	18	220 55	3 75	18	287 20	5 40			
14	302 82	4 80	198	4,687 89	77 85	87	465 43	9 00			
21	408 14	7 95	25	824 52	13 35	26	606 45	10 05			
35	529 51	9 45	26	494 02	8 70	15	228 21	4 30			
761	11,661 85	213 40	146	3,976 45	63 90	33	583 07	9 60			
8	163 51	2 70				7	165 00	2 70			
15,306	295,226 64	5,074 90	27,181	736,466 35	11,758 55	8,813	135,825 65	2,500 15	139	2,770 10	49 65



No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	New Zealand.			New South Wales.			Victoria.			Belgium.		
	Orders issued.			Orders issued.			Orders issued.			Orders issued.		
	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama.....										2	\$7 75	\$0 30
Arizona.....							2	\$100 00	\$2 00			
Arkansas.....				2	\$28 87	\$0 60	1	36 55	60	3	26 00	45
California.....	42	\$1,053 83	\$17 90	37	877 05	14 25	82	1,673 62	29 35	65	950 14	17 70
Colorado.....	1	24 35	45	13	203 42	5 55	7	242 33	3 90	8	86 38	1 80
Connecticut.....				1	24 35	45	3	38 96	1 10	9	191 75	3 30
Dakota.....												
Delaware.....				1	4 87	15						
District of Columbia..				3	121 75	1 95	1	14 61	30	32	446 13	8 70
Florida.....												
Georgia.....										5	82 47	1 50
Idaho.....	1	50 00	75	1	29 22	45						
Illinois.....	7	122 62	2 35	9	235 01	4 10	3	78 18	1 20	96	1,814 73	29 85
Indiana.....	3	29 87	60							17	227 04	4 35
Iowa.....	2	97 40	1 50	1	4 87	15				4	36 94	90
Kansas.....	2	5 86	50	1	4 99	15	1	4 99	15	22	624 78	10 20
Kentucky.....				2	100 00	1 50				3	17 50	45
Louisiana.....				1	4 99	15	4	82 49	1 50	27	503 28	10 20
Maine.....	17	109 48	3 00	1	38 46	60	1	15 36	30	5	83 20	1 50
Maryland.....				4	24 48	60	8	332 18	5 10	25	483 28	8 85
Massachusetts.....	9	176 54	3 30	14	365 12	6 15	5	122 27	1 95	29	280 46	6 30
Michigan.....	1	10 00	15	1	19 48	50				39	488 17	9 90
Minnesota.....	1	10 00	15				2	19 48	30	10	186 00	3 30
Mississippi.....				1	19 48	30						
Missouri.....	18	564 99	8 85	1	7 00	15	1	48 70	75	13	237 00	4 05
Montana.....										2	36 00	60
Nebraska.....										4	102 96	1 80
Nevada.....							1	20 00	30			
New Hampshire.....	1	8 74	15							1	7 90	15
New Jersey.....	15	567 67	8 95	2	60 00	90	4	69 35	1 30	38	514 52	9 90
New Mexico.....												
New York.....	38	890 11	15 00	31	570 66	10 75	48	980 65	17 50	277	5,445 81	92 85
North Carolina.....												
Ohio.....	2	14 87	30	6	139 96	2 40	5	23 58	75	19	243 90	4 80
Oregon.....	16	507 83	7 95	2	26 32	60	2	12 72	45	18	443 76	7 35
Pennsylvania.....	11	133 36	2 70	13	401 14	6 45	6	122 43	2 10	96	1,774 02	31 45
Rhode Island.....	4	110 25	1 90	5	88 10	2 10				6	161 50	2 55
South Carolina.....												
Tennessee.....	1	50 00	75							2	79 01	1 20
Texas.....	2	4 38	30				5	200 00	3 35	10	99 67	1 80
Utah.....	16	662 65	10 35				4	176 99	2 70			
Vermont.....												
Virginia.....	1	24 35	45							8	57 90	90
Washington.....	1	23 80	45				12	584 39	8 85	3	55 00	1 05
West Virginia.....												
Wisconsin.....	1	25 00	45							21	240 17	4 65
Wyoming.....	1	50 00	75									
Total.....	214	5,327 45	89 95	153	3,489 09	60 95	208	4,999 89	85 80	914	16,184 12	284 65



issued, paid, and repaid, and fees collected, &c.—Continued.

Portugal.			Tasmania.			India.			Hawaii.			Totals.		
Orders issued.			Orders issued.			Orders issued.			Orders issued.			Orders issued.		
Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,328	\$26,568 18	\$537 85
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	496	12,264 31	242 90
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	687	10,809 10	216 20
86	\$2,757 69	\$43 20	3	\$75 00	\$1 20	7	\$59 72	\$3 15	28	\$599 20	\$10 50	20,167	405,115 79	8,667 05
.....	.....	.....	.....	.....	.....	1	5 01	35	.....	.....	.....	12,033	271,844 35	6,192 6 0
7	289 00	4 35	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,881	171,987 68	4,115 10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,084	44,288 58	969 20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,086	16,837 43	387 50
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	21 00	45	2,618	41,470 51	905 25
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	10 00	15	840	19,678 41	381 40
2	60 00	90	1	20 00	30	.....	.....	.....	.....	.....	.....	1,919	43,033 82	839 10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	447	12,609 04	259 40
4	39 78	1 05	.....	.....	.....	2	14 87	70	.....	.....	.....	47,623	774,064 54	16,356 30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,935	82,821 47	1,816 70
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	20 00	30	5,918	82,865 20	1,888 10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,863	42,058 62	974 55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,874	46,395 85	990 15
4	87 00	1 50	.....	.....	.....	1	4 87	35	.....	.....	.....	5,677	131,972 03	2,292 10
.....	.....	.....	2	6 93	30	6	179 88	6 20	.....	.....	.....	4,424	84,914 37	1,772 75
2	70 00	1 05	.....	.....	.....	3	29 36	1 40	.....	.....	.....	6,014	87,637 56	1,907 30
55	1,180 27	19 95	.....	.....	.....	5	121 50	4 05	8	117 88	2 25	41,791	642,037 49	14,772 30
.....	.....	.....	.....	.....	.....	1	51	35	.....	.....	.....	18,984	291,720 50	6,294 75
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,891	144,495 64	2,924 50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	831	6,887 78	136 25
.....	.....	.....	.....	.....	.....	11	40 77	3 85	.....	.....	.....	12,468	228,518 60	4,704 55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,110	79,721 80	1,710 70
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,832	35,728 99	784 20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,248	27,370 36	575 80
1	5 00	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,613	32,981 60	867 85
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	60 00	90	21,797	292,257 15	7,087 25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	282	6,886 07	131 65
16	259 93	4 20	1	5 11	15	22	206 62	10 55	4	12 70	60	117,793	1,785,337 26	39,332 85
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	740	18,803 12	347 40
1	3 07	15	1	9 74	15	5	121 46	4 40	.....	.....	.....	24,856	362,488 18	8,296 10
49	2,238 80	34 35	.....	.....	.....	.....	.....	.....	3	50 00	1 05	3,003	71,392 14	1,368 85
7	94 90	1 80	.....	.....	.....	13	404 99	13 10	.....	.....	.....	46,640	700,549 42	16,621 65
10	295 09	4 80	.....	.....	.....	3	25 79	1 40	.....	.....	.....	6,453	89,649 75	2,313 55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	999	27,064 72	509 15
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	50 00	75	1,888	32,291 79	701 45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,211	122,240 13	2,432 50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,647	23,301 17	626 40
6	200 00	3 30	.....	.....	.....	1	29 00	1 00	.....	.....	.....	1,658	25,806 63	638 85
1	16 50	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,855	34,151 64	727 05
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,355	32,943 96	612 80
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	30 00	45	843	11,447 45	279 20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,280	188,193 55	3,811 05
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	787	16,277 80	382 20
261	7,697 03	121 05	8	116 78	2 10	81	1,244 35	50 85	51	970 78	17 40	479,269	7,688,776 53	170,102 35

No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	Canada.				Great Britain and Ireland.			
	Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama .....	18	\$391 90	1	\$50 00	35	\$729 53	.....	.....
Arizona .....	13	536 20	.....	.....	15	555 71	.....	.....
Arkansas .....	59	1, 659 50	.....	.....	49	989 45	1	\$49 25
California .....	3, 173	77, 341 41	14	379 48	958	17, 407 61	16	120 03
Colorado .....	330	9, 942 85	6	115 28	305	7, 258 64	23	472 78
Connecticut .....	2, 817	24, 729 97	12	277 70	595	10, 138 79	19	225 75
Dakota .....	608	19, 842 85	2	30 00	192	5, 259 73	.....	.....
Delaware .....	41	697 35	.....	.....	89	1, 637 14	1	1 58
District of Columbia .....	844	9, 527 69	1	22 50	304	3, 830 06	4	106 12
Florida .....	69	1, 687 81	3	40 00	631	2, 358 14	1	29 26
Georgia .....	81	1, 655 00	5	80 25	77	1, 572 83	1	14 61
Idaho .....	33	1, 336 60	1	10 00	10	313 88	.....	.....
Illinois .....	6, 171	76, 277 11	32	587 10	2, 674	46, 135 76	43	767 58
Indiana .....	704	11, 419 90	3	39 00	295	5, 067 78	2	46 11
Iowa .....	412	10, 925 50	6	66 50	131	14, 261 90	6	129 96
Kansas .....	152	3, 858 58	9	164 50	316	7, 702 59	3	59 71
Kentucky .....	171	3, 029 58	2	23 50	180	3, 155 11	3	13 75
Louisiana .....	297	2, 738 49	.....	.....	174	3, 584 26	2	25 00
Maine .....	2, 451	38, 864 98	6	141 00	140	2, 366 26	6	110 22
Maryland .....	374	6, 167 95	.....	.....	514	7, 906 22	5	106 63
Massachusetts .....	10, 376	159, 667 15	46	708 20	2, 948	44, 846 98	42	571 66
Michigan .....	5, 482	107, 678 27	47	568 69	998	19, 233 14	20	319 17
Minnesota .....	1, 735	50, 231 08	19	614 50	520	11, 776 27	4	53 57
Mississippi .....	2	75 00	1	5 00	19	295 95	1	24
Missouri .....	590	10, 831 42	6	44 80	698	13, 519 21	9	131 85
Montana .....	68	2, 533 87	2	30 00	17	347 79	1	15 48
Nebraska .....	193	5, 694 17	2	15 00	200	4, 747 83	1	4 00
Nevada .....	52	1, 780 27	4	120 00	33	1, 015 33	1	99
New Hampshire .....	353	5, 993 03	4	24 00	74	962 50	4	114 45
New Jersey .....	1, 126	20, 862 22	9	199 49	1, 758	29, 871 83	25	390 43
New Mexico .....	11	337 00	.....	.....	7	250 56	1	25 00
New York .....	27, 233	346, 963 24	57	731 98	12, 367	157, 080 38	156	2, 189 67
North Carolina .....	19	441 17	.....	.....	40	826 34	.....	.....
Ohio .....	2, 567	35, 487 30	21	83 51	1, 562	26, 964 94	32	566 87
Oregon .....	627	17, 811 97	5	138 00	116	2, 607 97	7	212 93
Pennsylvania .....	4, 240	51, 227 41	14	190 93	4, 114	69, 751 76	47	596 76
Rhode Island .....	475	8, 292 78	3	54 00	510	9, 930 85	4	175 00
South Carolina .....	25	459 48	1	10 00	26	534 68	.....	.....
Tennessee .....	80	1, 683 94	1	30 00	129	3, 186 66	5	83 65
Texas .....	102	2, 303 16	3	15 00	587	14, 727 55	10	400 00
Utah .....	34	1, 162 00	1	1 00	165	4, 929 37	7	42 85
Vermont .....	594	10, 735 64	4	41 10	67	1, 538 39	2	44 56
Virginia .....	150	2, 781 80	1	23 10	235	4, 331 96	4	64 20
Washington .....	352	11, 173 04	2	70 00	61	2, 109 20	4	57 24
West Virginia .....	43	676 41	.....	.....	62	1, 484 15	2	11 00
Wisconsin .....	887	21, 105 71	18	397 38	509	9, 574 22	13	129 06
Wyoming .....	24	783 30	.....	.....	15	483 47	.....	.....
Total .....	76, 758	1, 181, 402 53	374	6, 142 49	35, 512	579, 730 66	538	3, 449 02

issued, paid, and repaid, and fees collected, &c.--Continued.

Germany.				Switzerland.				Italy.			
Orders paid.		Orders repaid.		Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
93	\$2,829 25	2	\$19 00	18	\$686 31			8	\$81 09		
8	328 30										
278	8,805 85	1	20 00	65	1,825 68			28	1,240 20		
994	84,055 66	30	550 95	74	2,201 04	2	\$9 90	58	2,144 54		
189	6,633 46	16	355 25	44	1,611 35	1	20 00	5	108 94	2	\$42 00
456	12,853 07	14	253 75	15	477 76			6	200 84	2	45 00
724	27,574 83	9	156 40	67	2,371 35			2	35 86		
37	936 09	4	30 00	2	49 19			2	95 40		
177	3,935 08	1	9 70	17	371 32			8	96 01		
61	1,917 30	1	10 00	12	419 60			2	59 15		
62	2,060 02	3	45 00	2	19 52			3	62 01		
24	939 97	1	23 00	2	81 63			2	95 40		
5,679	181,408 99	111	1,726 87	448	13,303 71	9	148 02	41	994 83	2	60 00
847	27,278 89	22	375 55	117	3,501 14	1	10 00	2	43 88	1	6 00
2,023	71,694 41	28	390 85	221	8,271 53	1	7 90	2	55 83		
616	21,394 53	15	238 35	102	3,103 98	1	4 90				
286	8,394 91	4	67 00	72	2,339 49			12	315 06		
275	7,587 88	7	83 00	32	935 95			76	2,764 66	7	64 93
17	384 03	1	4 00	1	15 23			1	19 08		
731	18,045 21	18	150 67	63	1,483 73			22	766 26	1	2 00
765	18,112 28	29	287 77	73	1,175 80	3	25 20	55	1,309 69	10	161 74
2,019	66,478 10	70	904 68	91	2,849 80	1	2 00	8	280 86		
1,979	71,434 12	25	302 94	210	6,586 32			1	2 96	1	20 00
87	1,276 61	3	30 00	4	88 92			4	133 56	1	10 00
2,083	62,630 88	26	355 92	298	9,169 65	2	85 00	20	381 43	1	2 00
102	3,986 29	2	35 00	3	122 83			1	4 45		
993	37,656 91	12	144 02	237	8,353 15			8	133 56		
26	861 21	1	20 00	3	126 69			1	31 10		
10	147 42							1	9 92		
1,743	45,228 70	51	774 89	164	4,768 20	5	92 28	36	1,080 95	4	88 00
36	1,340 19	1	10 00					4	145 01	1	14 00
10,781	258,604 11	219	2,924 55	966	21,805 86	13	159 05	488	11,735 77	16	225 00
89	1,074 72			3	25 49						
2,822	84,215 64	64	707 83	376	11,570 23	4	114 00	13	313 39	4	46 20
182	7,034 16	1	10 00	62	2,188 66						
3,253	87,211 34	63	700 60	362	9,023 70	6	82 30	67	1,418 91	5	110 00
73	1,792 02	3	45 00	4	146 96	1	1 00	12	371 67	4	200 00
50	1,417 31	4	28 67								
55	1,278 47	2	26 83	14	512 62			8	298 32	1	30 00
1,276	45,166 44	28	433 42	150	4,834 72	1	50 00	31	1,281 23	7	308 14
33	735 57	3	119 99	17	516 60			1	18 83		
14	394 38			16	642 29			4	68 69		
74	2,030 59	4	76 00	19	636 02			8	239 28		
58	2,221 68	6	171 88	9	329 28						
66	2,001 36	1	25 00	24	775 85						
3,251	107,881 28	59	635 35	370	12,121 96	31	1,389 09	4	73 38		
11	388 28	1	7 28								
45,403	1,351,652 79	966	13,346 02	4,849	140,941 11	82	2,200 64	1,045	28,511 60	70	1,435 01

## No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	France.				Jamaica.			
	Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama .....	2	\$47 00	...	...	...	...	...	...
Arizona .....	...	...	3	\$24 15	1	\$4 50	...	...
Arkansas .....	29	920 88	...	...	...	...	...	...
California .....	215	6, 123 47	8	88 05	1	24 35	...	...
Colorado .....	16	577 10	...	...	2	50 00	...	...
Connecticut .....	29	651 28	5	105 53	2	42 19	...	...
Dakota .....	20	851 87	...	...	...	...	...	...
Delaware .....	1	7 61	...	...	...	...	...	...
District of Columbia .....	33	430 88	...	...	7	187 63	...	...
Florida .....	6	33 18	...	...	10	185 37	...	...
Georgia .....	5	161 74	1	2 00	...	...	...	...
Idaho .....	...	...	1	20 00	...	...	...	...
Illinois .....	151	3, 679 36	6	56 83	16	366 43	...	...
Indiana .....	17	429 39	2	23 56	1	3 23	...	...
Iowa .....	36	1, 089 51	2	83 00	8	199 62	...	...
Kansas .....	20	513 90	1	1 00	...	...	...	...
Keptucky .....	30	658 91	1	4 94	...	...	...	...
Louisiana .....	213	5, 731 36	2	118 76	21	581 50	...	...
Maine .....	4	53 96	...	...	175	1, 173 40	...	...
Maryland .....	51	1, 079 45	3	15 96	56	1, 808 97	...	...
Massachusetts .....	189	2, 661 45	7	66 82	25	458 39	...	...
Michigan .....	31	705 28	3	89 38	3	24 35	...	...
Minnesota .....	18	361 89	...	...	...	...	...	...
Mississippi .....	3	12 12	...	...	...	...	...	...
Missouri .....	109	3, 369 54	4	49 90	5	167 77	...	...
Montana .....	2	40 00	1	1 09	...	...	...	...
Nebraska .....	10	260 66	...	...	...	...	...	...
Nevada .....	...	...	...	...	...	...	...	...
New Hampshire .....	3	21 42	2	56 85	4	160 00	...	...
New Jersey .....	111	3, 478 07	3	18 25	7	156 85	...	...
New Mexico .....	2	36 95	...	...	...	...	...	...
New York .....	1, 769	25, 713 84	24	291 41	960	29, 762 08	...	...
North Carolina .....	3	105 50	...	...	...	...	...	...
Ohio .....	85	1, 667 73	1	49 38	15	350 62	...	...
Oregon .....	16	418 08	2	59 88	...	...	...	...
Pennsylvania .....	209	3, 752 84	9	169 52	58	668 09	2	\$23 80
Rhode Island .....	22	474 75	4	95 00	...	...	...	...
South Carolina .....	6	119 71	1	2 31	...	...	...	...
Tennessee .....	5	75 06	...	...	...	...	...	...
Texas .....	63	2, 254 29	3	64 00	...	...	...	...
Utah .....	...	...	...	...	...	...	...	...
Vermont .....	3	68 55	...	...	...	...	...	...
Virginia .....	20	617 46	...	...	26	795 96	...	...
Washington .....	5	183 30	...	...	...	...	...	...
West Virginia .....	3	19 32	...	...	...	...	...	...
Wisconsin .....	40	1, 414 18	...	...	1	24 35	...	...
Wyoming .....	...	...	...	...	...	...	...	...
Total .....	3, 605	70, 871 86	99	1, 551 57	1, 404	37, 195 65	2	23 80

issued, paid, and repaid, and fees collected, &amp;c.—Continued.

New Zealand.				New South Wales.				Victoria.			
Orders paid.		Orders repaid.		Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
								6	\$290 98		
231	\$5, 216 70			136	\$3, 749 51	1	\$14 61	98	2, 084 57	3	\$56 76
9	342 10							4	38 96		
28	255 76			11	146 97			7	109 57		
								7	238 57		
1	15 34										
5	88 94			1	6 57			14	487 70		
1	9 74										
2	31 16							1	3 65		
89	1, 066 40			39	992 58			23	402 23	1	4 87
8	45 27			8	86 03			8	315 57		
1	24 85			1	10 23						
5	132 63			5	214 28			2	20 14	1	4 99
2	26 29			1	11 69			6	49 12		
				1	24 35			1	8 27		
339	2, 946 34			2	29 42			6	9 71		
4	80 54			2	48 70			5	87 66		
114	1, 825 28			36	879 57			38	698 79		
12	140 97			7	224 62			3	23 49		
6	131 32			5	52 91			6	219 15		
22	383 54	1	\$0 15	8	39 04			54	2, 233 72		
1	34 09							1	10 83		
2	25 62			1	1 01			2	31 65		
24	614 98			15	421 49			12	322 03	1	19 48
697	7, 110 88			335	5, 623 55	1	25 00	248	3, 521 46	1	5 11
46	436 53			24	467 29			9	115 40	2	25 36
1	48 70			2	34 90			3	97 40		
97	1, 384 11			42	712 81			26	792 73	1	14 61
4	86 59			9	290 47			10	288 45		
				1	5 07						
1	9 74										
4	63 31			1	9 74						
				1	21 06			1	38 96		
1	25 56			8	121 75						
				1	5 07						
2	27 35			4	38 10			6	160 71		
1, 759	22, 560 13	1	15	693	14, 218 78	2	39 61	607	13, 301 47	10	181 18

No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	Belgium.				Portugal.*		Tasmania.*	
	Orders paid.		Orders repaid.		Orders paid.		Orders paid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama .....	3	\$117 13						
Arizona .....								
Arkansas .....	7	246 63						
California .....	14	349 05	1	\$20 00	10	\$425 00	7	\$163 62
Colorado .....	1	1 71						
Connecticut .....	9	91 62						
Dakota .....	1	50 00						
Delaware .....								
District of Columbia .....	19	340 40			2	68 20		
Florida .....	1	19 04					1	4 87
Georgia .....	1	14 27					1	9 74
Idaho .....								
Illinois .....	78	2,854 39	2	59 88	1	5 50	5	108 71
Indiana .....	25	953 63					1	9 74
Iowa .....	7	177 25						
Kansas .....	35	1,128 98						
Kentucky .....	10	853 87						
Louisiana .....	17	647 73						
Maine .....	3	100 38					6	117 14
Maryland .....	21	589 91						
Massachusetts .....	50	962 61			7	273 00	3	52 89
Michigan .....	36	1,247 61					1	29 23
Minnesota .....	26	1,027 84	1	25 00				
Mississippi .....								
Missouri .....	19	496 27			1	15 00	1	1 70
Montana .....								
Nebraska .....	13	650 00						
Nevada .....								
New Hampshire .....								
New Jersey .....	18	514 05					1	2 00
New Mexico .....								
New York .....	513	4,734 11	2	44 00	21	155 80	40	301 04
North Carolina .....	7	150 85						
Ohio .....	17	287 77						
Oregon .....	7	323 70						
Pennsylvania .....	60	1,365 17	2	25 00	4	63 40	2	34 75
Rhode Island .....	4	10 19			8	100 00		
South Carolina .....								
Tennessee .....								
Texas .....	24	692 75						
Utah .....								
Vermont .....	1	6 12					2	97 49
Virginia .....							3	29 22
Washington .....								
West Virginia .....	1	4 82						
Wisconsin .....	92	3,436 07					1	36 52
Wyoming .....								
Total .....	1,140	23,945 91	8	173 88	49	1,105 90	75	968 56

\* No orders repaid

issued, paid, and repaid, and fees collected, &c.—Continued.

India.				Hawaii.				Totals.			
Orders paid.		Orders repaid.		Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
8	\$102 27							175	\$4,984 57	8	\$69 00
				1	\$25 00			44	1,740 69	3	24 15
								510	15,688 18	2	69 25
18	712 48	1	\$5 01	1,354	47,519 64			7,341	200,148 65	75	1,314 79
				2	75 00			907	26,640 11	48	1,005 31
13	429 62			20	428 92			4,008	50,555 84	52	907 73
5	165 58							1,628	56,390 14	11	186 40
								164	8,438 12	5	31 58
				6	144 00			1,487	19,513 98	6	138 32
								294	7,194 20	5	79 26
				1	50 00			236	5,639 94	10	141 86
								71	2,767 48	3	52 00
13	73 93	1	4 87	69	1,536 42			15,497	329,206 85	207	3,415 52
10	145 25			7	175 00			2,045	49,444 70	32	500 22
				8	243 70			3,850	106,953 33	43	678 21
				2	11 74			1,255	38,081 35	30	473 45
1	4 02			1	1 50			773	18,340 15	10	109 19
2	73 05			2	15 00			1,111	24,692 50	18	291 69
16	146 43			34	816 68			3,195	47,043 02	18	255 22
				12	231 75			1,855	38,246 35	27	275 31
65	1,009 95			99	1,989 16			15,343	235,922 99	137	1,821 39
6	166 18			10	99 35			8,707	199,181 24	141	1,883 92
				5	121 00			4,511	141,944 86	50	1,016 01
								69	1,882 16	6	45 24
7	217 83			14	177 50			3,924	103,634 50	49	669 62
								193	7,035 23	6	81 57
				1	9 00			1,651	57,516 11	15	163 02
								116	3,848 69	6	140 99
1	32 39			18	595 00			464	7,979 96	10	195 30
17	452 55			28	1,091 07			5,060	108,859 99	98	1,477 32
								60	2,109 71	3	49 00
294	2,801 85			228	5,087 54			56,940	881,001 51	489	6,595 77
				2	60 00			113	2,684 07		
4	33 90	2	19 79	38	1,287 10	1	\$1 00	7,578	163,197 84	131	1,613 94
				14	391 50			1,030	30,956 99	15	420 31
26	428 47			51	1,047 66			12,611	228,883 14	149	1,973 52
1	8 23			5	134 00			1,132	21,921 96	19	570 00
								107	2,531 18	6	40 96
								292	7,040 14	9	170 48
				1	2 00			2,235	70,771 88	52	1,270 62
				1	25 00			256	7,460 42	11	163 84
				1	5 00			704	13,616 48	6	85 66
								539	11,609 10	9	163 30
				13	625 00			496	16,641 50	12	299 12
				2	30 00			202	4,996 98	3	36 00
3	59 17			1	2 00			5,171	155,946 00	121	2,550 88
								50	1,655 05	1	7 28
505	7,049 15	4	29 67	2,046	64,653 23	1	1 00	175,450	3,537,539 33	2,157	33,524 04

No. 13.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1884.*

## RECEIPTS.

Balance in the hands of postmasters June 30, 1883.....		\$1, 533, 894 86
Amount received for domestic money-orders issued.....	\$122, 121, 261 98	
Amount received for postal notes issued.....	7, 411, 932 48	
Amount received for international money-orders issued.....	7, 688, 776 53	
Total issued.....	137, 222, 030 99	
Amount received for fees on domestic money-orders issued.....	\$950, 065 79	
Amount received for fees on postal notes issued.....	110, 282 88	
Amount received for fees on international money-orders issued.....	170, 102 35	
Total fees.....	1, 230, 451 02	
Amount of deposits received from postmasters.....		138, 452, 482 01
Amount of drafts drawn on the postmaster at New York, N. Y.....		105, 890, 551 30
Amount transferred from postage fund.....		13, 014, 879 42
Amount of gain.....		904, 238 80
Amount of premiums.....		380 55
Balance due postmasters.....		33 05
		13, 740 06
Total receipts.....		259, 810, 200 05

## DISBURSEMENTS.

Amount of domestic money-orders paid.....	121, 101, 697 03	
Amount of postal notes paid.....	7, 155, 379 52	
Amount of international money-orders paid.....	3, 537, 539 33	
Total paid.....	131, 794, 615 88	
Amount of domestic money-orders repaid.....	\$869, 385 77	
Amount of postal notes repaid.....	98, 746 42	
Amount of international money-orders repaid.....	33, 524 04	
Total repaid.....	1, 001, 656 23	
Amount of drafts paid by postmaster at New York, N. Y.....	12, 989, 226 50	
Amount deposited at first-class offices.....	110, 284, 058 40	
Amount transferred to postage fund.....	1, 098, 301 90	
Amount of loss.....	16, 614 51	
Amount paid for expenses.....	138, 372 88	
Amount paid for commissions on postal notes.....	40, 278 77	
Amount paid for commissions on money-orders.....	345, 925 23	
Amount paid for clerk-hire.....	299, 371 04	
Miscellaneous items.....	14, 675 25	
Balance in the hands of postmasters June 30, 1884.....	1, 787, 103 46	
Total disbursements.....		259, 810, 200 05

No. 14.—*Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1884.*

Amount received for fees on issued money-orders.....	\$950, 065 79	
Amount of gain.....	380 55	
Amount of premiums, &c.....	33 05	
		950, 479 39
Amount allowed postmasters—		
For commissions on money-orders.....	\$337, 985 16	
For clerk-hire.....	247, 618 07	
For incidental expenses.....	100, 386 06	
For lost remittances and burglaries.....	11, 037 68	
For bad debts.....	5, 576 83	
Net revenue.....	247, 875 59	
		950, 479 39



POSTAL-NOTE AND INTERNATIONAL MONEY-ORDER BUSINESS. 753

No. 15.—*Statements showing the revenue which accrued on postal-note transactions for the fiscal year ended June 30, 1884.*

Amount received for fees on issued postal notes.....	\$110,282 88	
Amount allowed postmasters—		
For commissions .....	\$40,278 77	
For clerk hire.....	4,271 34	
For incidental expenses .....	31,839 38	
Net revenue .....	33,893 39	110,282 88

No. 16.—*Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1883.*

CANADA.

Amount received for fees on issued orders.....	\$17,341 70	
Amount allowed postmasters—		
For commissions .....	\$2,400 76	
For clerk hire.....	4,006 39	
For incidental expenses.....	1,038 59	
Amount paid Canada—		
For excess of commissions .....	1,534 05	
Net revenue.....	8,361 91	17,341 70

GREAT BRITAIN AND IRELAND.

Amount received for fees on issued orders.....	91,205 50	
Amount of gain in exchange.....	11,862 39	
		103,067 89
Amount allowed postmasters—		
For commissions.....	4,456 26	
For clerk hire.....	15,686 86	
For incidental expenses.....	2,616 75	
Amount paid Great Britain—		
For excess of commissions.....	20,267 39	
For incidental expenses.....	322 94	
Net revenue.....	59,717 69	103,067 89

GERMANY.

Amount received for fees on issued orders.....	44,249 10	
Amount of gain in exchange.....	18,258 12	
		62,507 22
Amount allowed postmasters—		
For commissions.....	3,616 03	
For clerk hire.....	14,406 04	
For incidental expenses.....	2,160 69	
Amount paid Germany—		
For excess of commissions.....	8,851 80	
For incidental expenses.....	265 17	
Net revenue.....	33,207 49	62,507 22

SWITZERLAND.

Amount received for fees on issued orders.....	4,631 20	
Amount of gain in exchange.....	6,259 14	
		10,890 34
Amount allowed postmasters—		
For commissions.....	347 56	
For clerk hire.....	1,405 98	
For incidental expenses.....	222 31	
Amount paid Switzerland—		
For excess of commissions.....	2,068 40	
Net revenue .....	6,846 09	10,890 34

No. 16.—*Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1883—Continued.*

## ITALY.

Amount received for fees on issued orders.....		\$10,190 25
Amount of gain in exchange.....		14,719 11
		<hr/> 24,909 36
Amount allowed postmasters—		
For commissions.....	\$450 85	
For clerk hire.....	1,419 67	
For incidental expenses.....	238 42	
Amount paid Italy—		
For excess of commissions.....	4,635 66	
Net revenue.....	18,164 76	
		<hr/> 24,909 36

## FRANCE.

Amount received for fees on issued orders.....		2,221 40
Amount of gain in exchange.....		1,086 05
		<hr/> 3,307 45
Amount allowed postmasters—		
For commissions.....	156 66	
For clerk hire.....	899 51	
For incidental expenses.....	126 94	
Amount paid France—		
For excess of commissions.....	346 60	
Net revenue.....	1,777 74	
		<hr/> 3,307 45

## JAMAICA.

Amount received for fees on issued orders.....		46 50
Excess of commissions received.....		126 68
		<hr/> 173 18
Amount allowed postmasters—		
For commissions.....	2 10	
For clerk hire.....	76 07	
For incidental expenses.....	3 80	
Net revenue.....	91 21	
		<hr/> 173 18

## NEW ZEALAND.

Amount received for fees on issued orders.....		82 29
Excess of commissions received.....		109 43
		<hr/> 191 72
Amount allowed postmasters:		
For commissions.....	11 00	
For clerk hire.....	8 20	
For incidental expenses.....	4 91	
Net revenue.....	167 61	
		<hr/> 191 72

## NEW SOUTH WALES.

Amount received for fees on issued orders.....		50 30
Excess of commissions received.....		78 59
		<hr/> 128 89
Amount allowed postmasters:		
For commissions.....	6 27	
For clerk hire.....	7 46	
For incidental expenses.....	2 41	
Net revenue.....	112 75	
		<hr/> 128 89

No. 16.—*Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1883—Continued.*

## VICTORIA.

Amount received for fees on issued orders.....	\$47 10	
Excess of commissions received.....	63 90	
		<hr/> 111 00
Amount allowed postmasters:		
For commissions.....	\$6 95	
For clerk hire.....	7 46	
For incidental expenses .....	1 93	
Net revenue .....	94 68	<hr/> 111 00

## BELGIUM.

Amount received for fees on issued orders.....	136 30	
Excess of commissions received.....	26 60	
		<hr/> 162 90
Amount allowed postmasters:		
For commissions.....	16 20	
For incidental expenses.....	22 97	
Net revenue .....	123 73	<hr/> 162 90

## TASMANIA.

Amount received for fees on issued orders.....	1 70	
Excess of commissions received.....	3 88	
Loss .....	11 39	
		<hr/> 16 97
Amount allowed postmasters:		
For commissions.....	16	
For incidental expenses .....	16 81	
		<hr/> 16 97

No. 17.—*Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1884.*

## CANADA.

Amount received for fees on issued orders .....	\$16,737 20	
Excess of commissions received.....	1,206 52	
		<hr/> 17,943 72
Amount allowed postmasters:		
For commissions .....	\$1,416 72	
For clerk hire.....	5,231 25	
For incidental expenses.....	935 04	
Net revenue .....	10,360 71	<hr/> 17,943 72

## GREAT BRITAIN AND IRELAND.

Amount received for fees on issued orders.....	87,794 55	
Amount allowed postmasters:		
For commissions .....	3,636 07	
For clerk hire .....	19,512 26	
For incidental expenses.....	2,293 21	
Amount paid Great Britain:		
For excess of commissions .....	18,301 74	
For incidental expenses .....	257 94	
Lost on exchange .....	1,597 58	
Net revenue .....	42,195 75	<hr/> 87,794 55

No. 17.—Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1884.—Continued.

## GERMANY.

Amount received for fees on issued orders .....		\$45,525 45
Amount allowed postmasters:		
For commissions .....	\$2,324 92	
For clerk hire .....	17,534 86	
For incidental expenses .....	1,945 86	
Amount paid Germany:		
For excess of commissions .....	8,341 04	
For incidental expenses .....	129 31	
Net revenue .....	15,249 46	
		<u>45,525 45</u>

## SWITZERLAND.

Amount received for fees on issued orders .....		5,074 90
Amount of gain in exchange .....		3,141 10
		<u>8,216 00</u>
Amount allowed postmasters:		
For commissions .....	212 80	
For clerk hire .....	1,606 88	
For incidental expenses .....	240 78	
Amount paid Switzerland:		
For excess of commissions .....	1,124 52	
Net revenue .....	5,031 02	
		<u>8,216 00</u>

## ITALY.

Amount received for fees on issued orders .....		11,758 55
Amount of gain in exchange .....		16,842 98
		<u>28,601 53</u>
Amount allowed postmasters:		
For commissions .....	192 74	
For clerk hire .....	1,919 63	
For incidental expenses .....	231 49	
Amount paid Italy:		
For excess of commissions .....	5,308 06	
Net revenue .....	20,949 61	
		<u>28,601 53</u>

## FRANCE.

Amount received for fees on issued orders .....		2,500 15
Amount of gain in exchange .....		1,447 98
		<u>3,948 13</u>
Amount allowed postmasters:		
For commissions .....	106 30	
For clerk hire .....	1,017 70	
For incidental expenses .....	266 15	
Amount paid France:		
For excess of commissions .....	460 15	
Net revenue .....	2,097 83	
		<u>3,948 13</u>

## JAMAICA.

Amount of fees received on issued orders .....		49 65
Excess of commissions received .....		259 08
		<u>308 73</u>
Amount allowed postmasters:		
For commissions .....	2 34	
For clerk hire .....	103 75	
For incidental expenses .....	8 56	
Net revenue .....	194 08	
		<u>308 73</u>

No. 17.—Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1884—Continued.

## NEW ZEALAND.

Amount received for fees on issued orders .....		\$89 95
Excess of commissions received .....		136 34
		<hr/>
		226 29
Amount allowed postmasters:		
For commissions .....	\$4 46	
For clerk hire .....	152 95	
For incidental expenses .....	14 91	
Net revenue .....	53 97	
		<hr/>
		226 29

## NEW SOUTH WALES.

Amount received for fees on issued orders .....		60 95
Excess of commissions received .....		84 29
		<hr/>
		145 24
Amount allowed postmasters:		
For commissions .....	2 70	
For clerk hire .....	71 64	
For incidental expenses .....	9 48	
Net revenue .....	61 42	
		<hr/>
		145 24

## VICTORIA.

Amount received for fees on issued orders .....		85 80
Excess of commissions received .....		69 73
		<hr/>
		155 53
Amount allowed postmasters:		
For commissions .....	4 74	
For clerk hire .....	70 71	
For incidental expenses .....	9 47	
Net revenue .....	70 61	
		<hr/>
		155 53

## BELGIUM.

Amount received for fees on issued orders .....		284 65
Excess of commissions received .....		74 98
		<hr/>
		359 63
Amount allowed postmasters:		
For commissions .....	17 71	
For clerk hire .....	5 00	
For incidental expenses .....	73 40	
Net revenue .....	263 52	
		<hr/>
		359 63

## PORTUGAL.

Amount received for fees on issued orders .....		121 05
Amount of gain in exchange .....		119 57
		<hr/>
		240 62
Amount allowed postmasters:		
For commissions .....	5 38	
For incidental expenses .....	81 81	
Amount paid Portugal:		
For excess of commissions .....	47 05	
Net revenue .....	106 38	
		<hr/>
		240 62

## TASMANIA.

Amount of fees received on issued orders .....		2 10
Excess of commissions received .....		9 84
		<hr/>
		11 94
Amount allowed postmasters:		
For commissions .....	36	
For clerk-hire .....	5 00	
For incidental expenses .....	2 56	
Net revenue .....	4 02	
		<hr/>
		11 94

No. 17.—*Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1884—Continued.*

## HAWAII.

Amount received for fees on issued orders.....	\$17 40	
Excess of commissions received.....	542 35	
		<hr/> 559 75
Amount allowed postmasters:		
For commissions .....	\$12 83	
For clerk hire .....	250 00	
For incidental expenses.....	34 72	
Net revenue .....	262 20	
		<hr/> <hr/> 559 75

## RECAPITULATION OF NET REVENUE.

On domestic money-order transactions for the fiscal year ended June 30, 1884 .....	247,875 59
On postal-note transactions for the fiscal year ended June 30, 1884.....	33,893 39
On international transactions with—	
Canada:	
For fiscal year 1883 .....	\$8,361 91
For fiscal year 1884 .....	10,360 71
Great Britain and Ireland:	
For fiscal year 1883 .....	59,717 69
For fiscal year 1884 .....	42,195 75
Germany:	
For fiscal year 1883 .....	33,207 49
For fiscal year 1884 .....	15,249 46
Switzerland:	
For fiscal year 1883.....	6,846 09
For fiscal year 1884.....	5,031 02
Italy:	
For fiscal year 1883.....	18,164 76
For fiscal year 1884 .....	20,949 61
France:	
For fiscal year 1883 .....	1,777 74
For fiscal year 1884.....	2,097 83
Jamaica:	
For fiscal year 1883 .....	91 21
For fiscal year 1884 .....	194 08
New Zealand:	
For fiscal year 1883 .....	167 61
For fiscal year 1884 .....	53 97
New South Wales:	
For fiscal year 1883.....	112 75
For fiscal year 1884.....	61 42
Victoria:	
For fiscal year 1883.....	94 66
For fiscal year 1884.....	70 61
Belgium:	
For fiscal year 1883.....	123 73
For fiscal year 1884 .....	263 52
Portugal:	
For fiscal year 1884.....	106 38
Tasmania:	
For fiscal year 1884.....	4 02
Hawaii:	
For fiscal year 1884.....	262 20
	<hr/> 225,566 22
Less loss in transactions with Tasmania in 1883 .....	11 39
	<hr/> <hr/> 225,554 83
Total net revenue.....	<hr/> <hr/> 507,323 81

# MONEY-ORDER TRANSFERS, ASSETS AND LIABILITIES, ETC. 759

No. 18.—*Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1884.*

Amount transferred to money-order account.....	\$904,238 80
Amount transferred from money-order account .....	\$1,098,301 90
Less balance due postage account June 30, 1883 (transferred) .....	810,514 28
	<u>287,787 62</u>
Balance due postage account June 30, 1884.....	616,451 18

No. 19.—*Statement of assets and liabilities June 30, 1884.*

## ASSETS.

Balance in the hands of the assistant United States treasurer at New York, N. Y., June 30, 1884.....	\$2,673,462 75
Balance in the hands of postmasters June 30, 1884 .....	1,787,103 46
	<u>4,460,566 21</u>

## LIABILITIES.

Revenue on domestic money-order and postal-note account.....	\$281,768 98
Revenue on international money-order account for 1883 and 1884.....	225,554 83
Amount due postage account .....	616,451 18
Unpaid domestic money-orders, postal notes, and international money-orders, and balances of unadjusted international accounts .....	3,336,791 22
	<u>4,460,566 21</u>

No. 20.—*Statement showing the money-order transactions with the assistant United States treasurer at New York, N. Y., during the fiscal year ended June 30, 1884.*

Balance in the hands of the assistant United States treasurer June 30, 1883 .....	\$2,783,512 93
Amount deposited with the assistant United States treasurer .....	2,240,916 46
	<u>5,024,729 39</u>
Amount of drafts paid by the assistant United States treasurer .....	\$2,351,266 64
Balance in the hands of the assistant United States treasurer June 30, 1884.....	2,673,462 75
	<u><u>5,024,729 39</u></u>

No. 21.—*Weight of letters, newspapers, &c., sent from the United States to European countries during the fiscal year ended June 30, 1884.*

Steamship lines.	England.		Germany.		France.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	15, 814, 090	69, 391, 089	3, 148, 065	7, 799, 708	713, 337	1, 443, 333
White Star .....	16, 506, 101	72, 066, 862	2, 136, 838	4, 656, 077	1, 895, 529	7, 698, 709
Liverpool and Great Western Steamship Company ..	19, 062, 599	81, 065, 971	7, 654, 358	23, 963, 406	2, 439, 482	12, 459, 375
North German Lloyd of Bremen .....	15, 451, 189	72, 260, 810	29, 095, 166	99, 379, 067	999, 170	3, 137, 423
Hamburg-American Packet Company .....	3, 560, 074	18, 862, 837	8, 014, 292	29, 598, 560	893, 072	5, 227, 839
Inman .....	14, 147, 021	62, 878, 977	1, 834, 800	5, 026, 451	1, 766, 276	7, 836, 781
Anchor .....	3, 757, 405	19, 574, 152	262, 975	525, 675	480, 475	2, 283, 179
Canadian .....	127, 044	549, 726				
American Steamship Company .....	733, 442	4, 495, 220				
National .....	290, 201	1, 608, 778	10, 027	1, 820	36, 431	241, 407
Cunard (limited) .....	385, 792	2, 215, 578			27, 415	221, 134
Bremen line direct from Baltimore .....			44, 663	99, 369		
French .....					3, 201, 075	17, 424, 368
Red Star .....						
Netherland Steamship Navigation Company .....						
Total .....	89, 834, 958	404, 969, 500	52, 251, 184	171, 069, 632	12, 452, 262	57, 973, 568
Compared with last fiscal year:						
Increase .....		20, 216, 177	1, 996, 631	10, 152, 553	615, 420	1, 690, 945
Decrease .....	399, 048					

Steamship lines.	Italy.		Belgium.		Denmark.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	1, 351, 023	3, 459, 125	284, 190	1, 394, 177	163, 444	277, 379
White Star .....	1, 463, 447	4, 632, 009	341, 007	1, 839, 534	87, 749	75, 709
Liverpool and Great Western Steamship Company ..	1, 672, 480	4, 807, 692	384, 637	2, 204, 188	576, 853	977, 216
North German Lloyd of Bremen .....	1, 867, 403	5, 230, 665	341, 977	1, 834, 791	1, 878, 218	3, 892, 437
Hamburg-American Packet Company .....	415, 232	1, 344, 360	75, 370	582, 997	547, 366	919, 709
Inman .....	1, 119, 557	3, 790, 246	276, 380	1, 514, 957	89, 979	147, 845
Anchor .....	287, 980	1, 155, 570	72, 135	377, 873	4, 005	2, 375
Canadian .....						
American Steamship Company .....						
National .....	25, 993	72, 670	5, 814	36, 695	688	
Cunard (limited) .....			60, 355	629, 609		
Bremen line direct from Baltimore .....						
French .....						
Red Star .....			12, 345	37, 525		
Netherland Steam Navigation Company .....						
Total .....	8, 203, 115	24, 492, 337	1, 854, 210	10, 452, 346	3, 353, 302	6, 292, 652
Compared with last fiscal year:						
Increase .....	679, 735		424, 807	3, 955, 372	257, 512	1, 010, 022
Decrease .....		5, 973, 683				



No. 21.—*Weight of letters, newspapers, &c., sent from the United States, &c.*—Continued.

Steamship lines.	Netherlands.		Switzerland.		Spain.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	400, 574	1, 068, 250	621, 314	2, 479, 045	177, 427	1, 098, 269
White Star .....	516, 162	1, 685, 894	793, 790	3, 540, 659	280, 425	1, 762, 411
Liverpool and Great West- ern Steamship Company..	497, 174	1, 783, 827	835, 375	3, 752, 294	233, 890	1, 649, 956
North German Lloyd of Bremen .....	515, 762	1, 661, 011	926, 893	3, 723, 124	264, 090	1, 684, 423
Hamburg-American Packet Company .....	122, 632	420, 028	200, 704	996, 697	89, 309	570, 100
Inman .....	422, 685	1, 470, 931	641, 704	3, 032, 126	200, 409	1, 404, 297
Anchor .....	89, 740	451, 145	156, 160	779, 685	57, 910	408, 925
Canadian .....						
American Steamship Com- pany .....						
National .....	7, 819	24, 400	13, 668	68, 855	8, 253	50, 185
Cunard (limited) .....						
Bremen line direct from Bal- timore .....						
French .....						
Red Star .....						
Netherland Steam Naviga- tion Company .....	3, 580	1, 100				
Total .....	2, 636, 128	8, 566, 646	4, 189, 608	18, 372, 485	1, 311, 713	8, 628, 565
Compared with last fiscal year:						
Increase .....	184, 688	210, 376	390, 398	1, 724, 515	81, 978	84, 775
Decrease .....						

Steamship lines.	Portugal.		Sweden.		Norway.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	121, 660	267, 380	765, 477	2, 223, 990	272, 798	428, 525
White Star .....	123, 015	480, 589	242, 185	477, 060	141, 179	118, 595
Liverpool and Great West- ern Steamship Company..	158, 165	496, 093	1, 949, 744	6, 577, 750	1, 059, 779	1, 926, 195
North German Lloyd of Bremen .....	178, 127	479, 885	6, 845, 075	17, 350, 355	3, 827, 312	6, 684, 135
Hamburg-American Packet Company .....	36, 981	131, 102	2, 195, 589	2, 912, 299	1, 146, 222	1, 354, 219
Inman .....	100, 494	882, 908	271, 848	548, 660	150, 295	120, 104
Anchor .....	84, 895	127, 350	1, 505	1, 245	3, 705	225
Canadian .....						
American Steamship Com- pany .....						
National .....	1, 550	10, 875	450		675	
Cunard (limited) .....						
Bremen line direct from Bal- timore .....						
French .....						
Red Star .....						
Netherland Steam Naviga- tion Company .....						
Total .....	754, 887	2, 376, 182	12, 271, 873	30, 091, 359	6, 601, 965	10, 626, 998
Compared with last fiscal year:						
Increase .....	122, 297	610, 522		4, 729, 609	189, 185	317, 488
Decrease .....			308, 067			

No. 21.—*Weight of letters, newspapers, &c., sent from the United States, &c.*—Continued.

Steamship lines.	Austria.		Turkey.		Russia.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	844, 416	704, 002	66, 990	666, 865	530, 771	724, 815
White Star .....	211, 624	867, 415	74, 207	907, 183	611, 490	1, 202, 477
Liverpool and Great West- ern Steamship Company ..	976, 618	2, 202, 688	84, 982	803, 757	686, 006	1, 263, 026
North German Lloyd of Bremen .....	8, 785, 957	10, 056, 080	88, 400	1, 154, 310	740, 126	1, 210, 470
Hamburg-American Packet Company .....	888, 931	2, 010, 593	20, 865	303, 880	185, 233	319, 894
Inman .....	187, 340	367, 036	62, 365	677, 377	491, 810	1, 007, 120
Anchor .....	18, 620	26, 250	15, 635	187, 625	122, 995	307, 935
Canadian .....						
American Steamship Com- pany .....						
National .....	1, 171		1, 240	26, 725	10, 900	19, 730
Cunard (limited) .....						
Bremen line direct from Bal- timore .....						
French .....						
Red Star .....						
Netherland Steam Naviga- tion Company .....						
Total .....	6, 415, 177	15, 743, 014	414, 684	4, 817, 172	3, 389, 051	6, 055, 466
Compared with last fiscal year:						
Increase .....	1, 038, 992	968, 854	66, 404	503, 772	1, 405, 831	2, 102, 106
Decrease .....						

RECAPITULATION.

Countries.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>
England .....	89, 834, 958	404, 969, 500
Germany .....	52, 251, 184	171, 069, 632
France .....	12, 452, 262	57, 973, 568
Italy .....	8, 203, 115	24, 492, 337
Belgium .....	1, 854, 210	10, 452, 346
Denmark .....	3, 353, 302	6, 292, 652
Netherlands .....	2, 636, 128	8, 566, 646
Switzerland .....	4, 189, 608	18, 372, 483
Spain .....	1, 311, 713	8, 628, 565
Portugal .....	754, 887	2, 376, 182
Sweden .....	12, 271, 873	30, 091, 350
Norway .....	6, 601, 965	10, 626, 998
Austria .....	6, 415, 177	15, 743, 014
Turkey .....	414, 684	4, 817, 172
Russia .....	3, 389, 051	6, 055, 466
Total .....	205, 934, 117	780, 527, 922
Increase, compared with last fiscal year .....	6, 695, 958	42, 339, 406

No. 21.—*Weight of letters, newspapers, &c., sent from the United States to countries and colonies other than European of the Universal Postal Union during the fiscal year ended June 30, 1884.*

Countries.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cuba .....	3, 772, 876	26, 739, 869
Porto Rico.....	371, 160	3, 887, 856
Mexico .....	3, 313, 481	42, 217, 381
Hawaiian Islands.....	1, 073, 714	10, 979, 961
United States of Colombia.....	1, 272, 463	13, 538, 041
Japan .....	1, 050, 614	12, 334, 203
Hong-Kong .....	987, 027	4, 453, 269
Brazil .....	856, 591	8, 909, 850
Shanghai via Japan.....	464, 342	6, 065, 053
Bermuda .....	548, 744	4, 854, 973
Jamaica .....	482, 425	5, 219, 406
Chili .....	645, 604	9, 948, 188
Windward Islands.....	633, 355	6, 684, 679
Peru .....	628, 175	10, 014, 678
Venezuela .....	402, 320	3, 449, 460
Newfoundland.....	894, 595	3, 921, 109
Hayti.....	252, 480	2, 940, 378
St. Thomas .....	242, 475	2, 656, 845
Honduras .....	302, 560	2, 601, 672
Guatemala.....	328, 527	4, 765, 509
Salvador.....	198, 726	2, 490, 918
Ecuador .....	196, 298	2, 072, 960
Caracas.....	206, 460	912, 404
Bahamas .....	200, 370	2, 110, 743
St. Domingo .....	154, 560	2, 254, 488
Nicaragua .....	197, 214	2, 397, 858
Argentine Republic .....	263, 806	4, 362, 566
Manila .....	51, 886	332, 325
Costa Rica.....	131, 701	2, 257, 241
St. Pierre and Miquelon.....	44, 095	354, 394
Tahiti .....	65, 175	1, 046, 067
Marquesas Islands.....	1, 795	59, 035
Turk's Island.....	27, 970	158, 941
Uruguay .....	111, 733	1, 600, 894
Paraguay.....	2, 365	22, 044
Java.....	9, 070	31, 332
Singapore .....	11, 958	137, 129
New Caledonia .....	6, 026	65, 537
Cochin China.....	2, 379	13, 961
Total.....	19, 907, 115	209, 203, 237
Increase, compared with last fiscal year .....	774, 125	16, 940, 175

No. 22.—*Number of letters exchanged between the United States and non-postal countries during the fiscal year ended June 30, 1884.*

Countries.	Received.	Sent.
	<i>Letters.</i>	<i>Letters.</i>
Shanghai, China.....	5, 896	30, 277
Panama, Colon, &c .....	2, 787	614
British Columbia .....		161, 725
New Zealand, Australia, &c .....	14, 094	156, 907
Nova Scotia .....		25, 857
Total.....	22, 777	375, 386
Increase, compared with last fiscal year .....		7, 350
Decrease, compared with last fiscal year .....	19, 798	

I deem it proper to state that the delay in submitting this report has been occasioned by the increase in the business of the money-order branch of this office during the past and previous years, the establishment of the postal-note system, and an insufficient clerical force. It has been exceedingly difficult for the present force, by extraordinary diligence, to dispose of the money-order and postal-note business of the

office so as to make the report even at this late date. The estimates for the service of this office for the fiscal year ending June 30, 1886, submitted to the Secretary of the Treasury, contain items of increase which, if granted by Congress, will enable the office to promptly render the next annual report.

My predecessor, in his last report, called the attention of the Postmaster-General to the necessity for an increase in the accommodations allotted to this office both in the Department building and in the rented building at the corner of Eighth and E streets northwest.

At the last session of Congress unsuccessful attempts were made to obtain an appropriation and authority for renting an additional building in the vicinity of the Department.

The necessity for more room is constantly increasing with the establishment of new money-order offices, with the increase in the number of clerks and employés, and the growing accumulation of books, statements, vouchers, and files; and I venture to urge that the attention of Congress be again called to this matter. Although in my report to the Secretary of the Treasury this subject has been mentioned, it is presented particularly to you, because, since the establishment of this Bureau, its office accommodations have been provided by the Post-Office Department.

Very respectfully,

R. F. CROWELL,  
*Auditor.*

Hon. FRANK HATTON,  
*Postmaster-General.*

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